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# The China Mail

ESTABLISHED  
1845

TO-DAY'S DOLLAR. — The  
closing rate of the dollar on  
demand, to-day was 1/2 5/8.



Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

No 27,506

HONG KONG, THURSDAY, JUNE 5, 1930.

PRICE \$3.00 Per Month.

## "I REMEMBER NO MORE."

GRAPHIC STATEMENT IN  
TANDA TRAGEDY.

"MISSING MONEY."

"When I woke up, my money was missing. I went to the Chinese passenger cook's cabin, taking with me the knife and the chopper. When I got there I found him lying down on the bunk. He was awake. He put his right hand behind him, and I thought he was looking for a pistol. I swung my knife, and my arm struck the electric light, which went out. I heard the man cry out. I remember no more."

This formed part of a dramatic statement made by Yoriichi Hori, alias Yamada, who was charged before Mr. Justice J. R. Wood at a Special Assize this morning with the murder of Fung Shau-sen, a Chinese passenger cook, aboard the s.s. Tanda, on the high seas, early in the morning of May 5. The statement was made after the Japanese had been handed over to the Hong Kong Police by the ship's captain, on arrival here.

"I asked for My Money."  
In a later statement accused added: "I asked the cook for my money. He said: 'Never.' He then put his hand behind him, and I felt something come on my right eye. I swung my right arm, which hit the light. I remember no more."

At to-day's proceedings a plea of "Not Guilty" was entered.

Dead of Night.  
Mr. H. Somerset Fitzroy, in opening the case for the Crown, briefly described the position of the cabin in which the tragedy is alleged to have occurred. The vessel at the time was en route from Thursday Island to Sandakan, and accused had joined her at Townsville.

At about 2.40 a.m. the second officer, who was on watch, heard a commotion down below. He went down to investigate, and when he arrived on the scene he found the prisoner being held by two or more Chinese. The accused's clothes were covered in blood (at this point Counsel produced the articles of clothing).

A Welter of Blows.  
The officer examined the man, and found that he was unhurt. He left him in charge of the Chinese, and proceeded into the cabin where the Chinese passenger cook slept. The place was a welter of blood, and the knife and chopper were both found, bearing bloodstains. Fung Shau-sen was lying on the bunk, and was obviously very badly wounded.

The ship's surgeon, when he arrived, discovered several wounds, the most serious one, and the eventual cause of death, being from the back of the right ear to the middle of the front of the neck, the arteries and blood vessels being severed. In point of fact, the man's head was practically cut off. He died very shortly afterward.

Ghastly Sight.  
Continuing, Counsel said that two assistant cooks were sleeping near by, one of whom would tell the Court that he was awakened by a noise in the dead man's cabin.

He got up to investigate, and by the light from an adjacent cabin he saw the accused standing on a stool by the side of where the man lay on his bunk. The alarm was given, and accused was seized. Mr. Fitzroy pointed out to the jury that the prisoner was actually discovered in the victim's cabin. His clothing was covered with blood, and the knife and chopper found on the scene also bore blood marks. Evidence would show that both were the property of the prisoner, who had been seen taking them out and putting them back in a box some days before the tragedy. It was important to note that prisoner was unharmed when he was seized.

Wanted to Kill Himself.  
He was taken away to the ship's galley. He said that the Chinese cook was "a bad man," and expressed a wish to kill himself. Later he was handed over to the Hong Kong Police, on arrival here.

Counsel then proceeded to read translations of statements made by the accused, adding that the translator would also be called as to their accuracy.

## CLASH WITH THE POPE

VATICAN TRIES TO  
RULE THE ROOST.

MALTA FRICTION.

INTERFERENCE IN  
OUR AFFAIRS.

Rugby, Yesterday.

Correspondence between the British Government and the Holy See extending over the last 15 months relative to the politico-religious controversy in Malta is laid before Parliament in a White Paper nearly 100 pages long. Mr. H. G. Chilton, British Minister to the Holy See, in a Note dated March 1, 1929, refers to the popular indignation aroused in Malta by the condemnation of the priest Father Micallef, a British subject, to leave British territory at the command of Archbishop Catta, who is a foreigner. The Note expressed the view that the tense participation of Maltese priests in local politics lay at the root of the trouble and that the British Government without wishing to interfere in that particular case, which appeared extremely autocratic, suggested independent investigation on the spot by the Holy See. The Archbishop of Tyana, Monsignor Robinson, thereupon visited Malta as apostolic delegate, and it was understood that after investigation he felt that the differences between the Government and the ecclesiastical authorities in Malta could best be dealt with by a definite concordat.

On July 2 Cardinal Gasparri wrote to Mr. Chilton informing him that Lord Strickland, Premier of Malta, was persona non grata to the Holy See, enclosing a copy of a letter addressed to the Archbishop of Malta and the Bishop of Gozo and a memorandum containing allegations regarding the conduct of Maltese affairs by Lord Strickland. The statement thereafter handed to Cardinal Gasparri by Mr. Chilton on August 7 complained that the Holy See had in the meantime broken off negotiations for the concordat without warning or explanation, had declared to be persona non grata the head of responsible government in the British colony, had issued instructions to the Maltese episcopal authorities inviting them to resist the Maltese Government, and had accused the Maltese Ministry of civil tyranny and religious persecution.

Provocative Utterances.  
It was further complained that the Vatican had prejudiced by such action the very questions which the apostolic delegate had at the British Government's request been to Malta.

(Continued on Page 7.)

affair. He said: When I left Townsville I had with me \$24. After the ship left I gambled at fantan. I won about \$140. On the Saturday I lost \$70, and on Sunday I lost again. Altogether I had left about \$15. I decided not to play any more, and I put the money in my belt and tied it round my waist.

"On the Sunday morning the Chinese passenger cook asked me to give him \$10. I thought he was joking. That night about 7 o'clock he approached me again. He had a pistol which he pointed at me, asking for money. He asked for \$50. At that moment some Chinese passengers came along. He put the pistol behind him, and said that I must obey his demands, as he had 'many friends' on the ship."

Tragedy.  
"About nine o'clock I went to bed. At 11.30 the passenger cook came up and walked up and down looking at me. I became afraid. Later some Chinese passengers came up. I heard the 1 o'clock bell strike, and then I remembered no more." "When I woke up I felt numb and weak. I then found that my money was missing. (Here followed the dramatic statement already quoted as to going to the Chinese passenger cook's cabin.)

## WHAT IS BRACKISH WATER?

COUNSELS DISAGREE IN HOTEL CASE.

MORE DISCLOSURES.

The commercial definition of "brackish water" was given by Mr. Hacker, refrigeration engineering expert of Messrs. Andersen, Meyer & Co., Ltd., this morning at the Supreme Court, before Sir Joseph H. Kemp, K.C., Chief Justice when the case against the Hong Kong and Shanghai Hotels, Limited, was continued.

Mr. Hacker said that by brackish water, it meant that the water was bad to the taste, and people would drink it only under necessity. Such was the well water at the Peninsula Hotel, and this information was given to him by Mr. Brerley, the Hotel's engineer.

The claim instituted by Messrs. Andersen, Meyer & Company against the Hong Kong and Shanghai Hotel is in connection with the Ice Cream Hardening Room and other creamery machinery installed at the Peninsula Hotel and also for a refrigerating plant installed at the Hong Kong Hotel. The amount of the claim is \$25,385.20. Defendants are counter-claiming for alleged damages suffered as a result of the alleged unsatisfactory working.

## STOP PRESS

Lahore, Yesterday.  
"Their faces and white eyes bulging looked as though they might use violence at any moment," declared Lieutenant A. F. B. Powell at the Court Martial on the Garhwal Rifles, in describing the appearance of the members of one of the platoons charged with mutiny. Jemadar Luthsing described how the Garhwals were kept over an hour and a quarter facing a mob of several thousands and subjected to volleys of stones and axe blows. Next day four of the platoons were ordered to go to Peshawar.

The men of number one platoon sat on the ground and refused to move.—Reuter.  
Shanghai, To-day.  
A report from Changsha says that the Nationalist Government officials and troops evacuated northward and eastward yesterday. All the shops are closed. There is a small amount of pillaging, otherwise the position is quiet and very tense. The Ironsides and their Kwangsi allies have not yet entered the city.

The vital necessity of dealing with the very serious situation in Hunan, coupled with Japanese reports of the Northerners exercising very heavy pressure on North Shantung predicates that the Nationalist Government will shortly be compelled to shorten the Northern battle front, probably evacuating Shantung.—Reuter.

of the plants. The counter-claims total over \$200,000.

Mr. H. G. Sheldon, instructed by Messrs. Johnston, Stokes and Master, is appearing for the plaintiffs, whilst the case for the defence is being conducted by Messrs. Eldon Potter, K.C., and F. C. Jenkin, both of whom are instructed by Messrs. Deacons.

## A FATAL DELAY.

A Chinese married woman named To Yan (25), living on the first floor of 78, Des Voeux Road Central, died at her home at 5 p.m. yesterday from opium poisoning. It being alleged that she had committed suicide.  
According to a Police report when the woman was found unconscious in bed, a Chinese medical practitioner was summoned by the other inmates. As soon as he saw the woman, who was then still alive, he advised that she be immediately removed to the Government Civil Hospital.

## LULL IN CIVIL WAR.

Nationalists Capture Strategic Points.

REBELS' HEAVY LOSSES.

Canton, Yesterday.  
As there was a lull at the Lung-Hai front, Marshal Chiang Kai-shek gave instructions to General Ho Ching-chun to take the offensive on the Ping-Han line. Upon receipt of the Generalissimo's instructions, General Ho and other divisional commanders proceeded to the front and personally directed the operations. The National forces succeeded in capturing Eight Li Bridge, Subiu, and Monk Bridge. The Kuomintang under General Chi Hsueh-chang made several attempts to recapture these strategic points, but were badly defeated in the various encounters, suffering losses in men and munition.

Orders to Rebels.

Peking, Tuesday.  
Upon his arrival at Chungchow, Yen Hsi-shan summoned on June 1 a military conference, attended by various divisional commanders, in which the following decisions were reached:

1. That one division of infantry and 6,000 cavalry troops be stationed at Chahar and Suiyuan provinces for the prevention of bandit invasion from the Jehol area.
2. That two infantry divisions, an artillery and cavalry contingent be posted at Taiyuan.
3. That sufficient troops be maintained at Peking and Tientsin for garrison purposes.
4. That three divisions be drafted to defend the Lung-Hai front, whilst another three divisions are to take the offensive on the Tai-Pu line, which must be effected within a week.

Yen Hsi-shan left Chungchow on June 2 for Shihchiachuang. The representatives of various factions who waited at Shihchiachuang for Yen suggested that a Political Council be formed from existing members representing the Party, the Political and Military factions, and that the formal Government be organised from the Political Council.

Balance of Power.

Shanghai, Tuesday.  
Chau Lu, leader of the Western Hill Clique, expressing his idea relative to election of committee members, strongly objected to the suggestion of Chen Kung-pou, leader of the Reorganisationists, for more seats in the Executive Committee being given to members of the Second Plenary Session. He also opposed the reduction of the number of seats allotted by himself to members to be elected by Yen and Feng. Chau believed that the original number of nine members to be elected by Yen and Feng, and nine each by the Western Hill Clique and the Reorganisationists as suggested by himself should remain unchanged; and that any effort to diminish the number of seats of one faction for the benefit of another, which might jeopardise the balance of power, should be discouraged.

(Continued on Page 6.)

## CHINA PIRACY.

Protection of British Shipping.

London, Yesterday.  
Apropos of the protection of British shipping against piracy in China waters, Mr. Arthur Henderson at question time in the House of Commons announced that agreement had been reached with the shipping companies regarding the extended police guard organisation, which it was hoped, would replace the present military guard system, beginning in July.—Reuter.

## ALLEGED KIDNAPING.

A Chinese was to-day formally charged before Mr. A. W. G. H. Grantham with "kidnaping an eight-year-old boy."  
He pleaded "not guilty," claiming that he was the husband of the boy's mother, but not his father.  
Mr. T. Murphy, A.S.P., who prosecuted, told the Magistrate that the accused was arrested outside the Colony. He wanted a date to be fixed for the hearing of the case, as he had not yet had time to go into all the circumstances.  
Hearing of the case was fixed for next Tuesday afternoon.

## CHINESE BANKS CLOSE DOWN.

HARD HIT BY CURRENCY CRISIS.

CLANSMEN'S LOSSES.

A report is current that two very old Chinese bankers in the Colony have had to close business. The capital of each is \$1,000,000, and the liabilities of each are now placed at \$2,000,000 to \$3,000,000 or more.

It is stated that the banks in question have been hard hit by the drop in the value of the Shanghai tael. They have been buying Shanghai taels recently in the hope that the dollar would very soon be brought down to parity. The market seems to have gone the other way and the sensational developments in Hong Kong and Shanghai have brought on a crisis.

It is stated that clansmen of one of the principals of one of the banks involved have endeavoured to the utmost to help him through, but in vain, as they have themselves lost two lakhs of dollars each.

Investors in the banks made a run on them on Saturday last, but met with very little response and during the last two days there has been practically no cash for them to draw out.

The failures are likely to have a prejudicial effect on an already over-excited market.

## OCCASIONAL RAIN.

The Royal Observatory's report to-day states:

The northern depression is central over S.W. Japan.  
The Tongking depression is central to the north of Pakhoi.  
Forecast:—S. or variable winds, moderate; generally overcast; occasional rain.

Rainfall  
Rainfall to 10 a.m. to-day 1.87 inch. Rainfall since January 1, 21.44 inches against an average of 25.86 inches.

Temperature and Humidity  
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	83	80
Macao	81	96
Pratas Island	80	91
Manila	75	91
Amoy	86	92
Swatow	83	88
Chefoo	70	75
Shanghai	64	94

## PO PIU LOTTERY.

Tickets Sewn in Child's Jacket.

A Chinese of 63, Battery Street was at the Kowloon Magistracy this morning fined \$150 by Mr. T. S. Whyte-Smith for being the runner of a po piu lottery den. He was also charged with the unlawful possession of nine tickets, but this was dropped.

Det-Sergt. Humphreys intimated that the Police, after three-quarters of an hour's search found the tickets very cleverly concealed, being sewn up in a small child's discarded cotton jacket.

Defendant had a previous conviction for a similar offence.

## LEAVES FOR GOATS.

Two Indians of the 18th Mule Corps, Whitfield Barracks, Corporal Nawab Khan and Foonler Bulla, were fined \$25 each at the Kowloon Magistracy this morning for damaging a tree on the Ma Tau Wei Road. Foonler Bulla was further cautioned on a charge of offering a bribe of \$1 to a Chinese policeman when arrested. It was stated by Sergeant Slater that the defendants pulled the branches with leaves off this special tree to feed their goats, and that the second man was actually seen climbing the tree.

## CHINESE BANK'S LOSS.

A warrant has been issued by the Police for the arrest of a Chinese, described as a servant of the Yu Cheung Chinese Bank, 60, Des Voeux Road Central, who is alleged to have absconded with \$3,000.

## RESULT OF THE DERBY

BLENHEIM'S FINE FIRST WIN.

SWEEP LUCK.

RAILWAYMEN MAKE QUICK FORTUNE.

London, Yesterday.

At Epsom the sun crept out after noon and the mist melted. His Majesty arrived with the Queen, the Prince of Wales, the Duke of York, and the Duke of Gloucester, adding completeness to England's great racing festival. They received an ovation from hundreds of thousands on the Downs, including a mile long line of bookmakers, and thousands of police, detectives and "Pearly Kings."

The Downs were a mass of picnickers, but as the time for the race approached the crowds took up positions and the drums sounded from the bookies and tipsters rallying thousands of clients.

The Aga Khan, with his wife, saw Blenheim win him his first Derby. Silver Flare was fractious at the start but calmed down. The horses were despatched evenly, Diolite breaking the line first.

Blenheim's Fine Win.

Diolite came on from Ballyferis, Rustom Pasha, Treva, Parthenon, Silver Flare, Dick Swiveller, Iliad and Tetragem, with Noble Star last.

Before reaching the top of the hill Rustom Pasha raced in front, followed by Diolite, Ballyferis, Treva and Dick Swiveller.

Rounding Tattenham, Rustom Pasha and Diolite were leading from Ballyferis. Treva and Iliad, Ballyferis and Rustom Pasha then weakened. Diolite came on from Iliad with Blenheim gradually coming on. A quarter of a mile from home Iliad and Diolite were challenged by Blenheim, who, finishing strongly, took the lead for the last hundred yards and won excellently. Silver Flare came fourth, Treva fifth, Seer sixth, Noble Star seventh, Ballyferis, eighth, Dick Swiveller ninth, Sponger tenth, and Parthenon last. The time was 2 mins. 38.1/5 secs.

Not Backed!

The King congratulated the Aga Khan after the race. The Aga Khan stated that he had not backed Blenheim.

A widower, Percy Hogg, a Southern Railway engineer driver of Barnstable, drew Blenheim in the Calcutta Sweep and shared a ticket with five other railwaymen and a roadsweeper, all bachelors. They sold a half share ticket in the morning for £3,000. Two Coventry motor machinists also drew Blenheim and sold a half share for £2,600.—Reuter.

Earlier Cable.

Epsom streets have been echoing with the traffic of cars, cabs, buses and the footsteps of hurrying people. For hours before dawn the town looked like a congress of the human race. However much scurrying, all had time periodically to gaze up at the grey-looking sky and ask "Who'll win the Derby?"

Scores spent the night on the Downs in tents, caravans, motor cars, under hedges and on mats. The Downs this morning resembled a giant fairground bedecked with flags and balloons on the stalls. Huge crowds were skilfully managed by 1,200 police without a hitch.

Mr. Edgar Wallace at the last minute decided not to run Aldon owing to the softish going.

Result.

Later.  
The result was as follows:—  
H. H. The Aga Khan's Blenheim (Wragg) ..... 1  
Mr. Tattersall's Iliad (R. Jones) ..... 2  
Sir Hugo Hirst's Diolite (Cecil Ray) ..... 3  
Also ran:—  
Treva (R. Dick).  
Sponger (R. Ferryman).  
Silver Flare (Elliot).  
Seer Rover (M. Wing).  
Ballyferis (Canty).  
(Continued at foot of next column.)

## CAR OVER AN EMBANKMENT.

OWNER'S MARVELLOUS ESCAPE FROM DEATH.

COVERED WITH GASOLINE.

Mr. Bowgan Choi, of the Cie de Chorboungages de Tonkin, had a marvellous escape from serious injury this morning when his Plymouth two-seater motor car fell down the 20 feet high embankment from Upper Albert Road into Lower Albert Road.

Mr. Choi was driving to town from his home in Felix Villas when the accident occurred, just after 8.30 a.m. The car had just passed the little gate on the east end of the grounds of Government House, opening into Upper Albert Road, when the car skidded on the wet tarred road.

Before Mr. Choi could right the car, it had mounted the side channel and headed for the edge of the embankment, immediately above the entrance to the short path leading from the P.W.D. Offices to the side gate of Government House.

A Complete Somersault.

The car shot over the embankment and turned a complete somersault before hitting the ground. As the car somersaulted, Mr. Choi fell out of his seat and struck the ground just outside the entrance to the path. The car struck the massive granite pillar on the right hand side of the entrance with such force that the pillar was knocked completely off its pedestal, taking with it three iron supports and three lengths of iron railing running up the side of the path.

The car was smashed beyond repairs. The gasoline tank burst open and the petrol spilled out all over. Mr. Choi, who had fortunately fallen barely a foot from where the car hit the pillar, was saturated with gasoline, and had been smoking at the time he would probably have been burned to death.

Prompt Assistance.

The noise of the crash attracted the attention of Messrs. Stott and Chambers, of the P.W.D., who promptly went to Mr. Choi's assistance and carried him into their office where an ambulance was summoned. Mr. Choi was obviously badly shaken but retained his presence of mind and whilst waiting for the ambulance telephoned to his wife telling her about the accident and assuring her that he was not badly hurt.

Mr. Choi's left shoulder was painful and from the way he carried his arm against his body it was concluded by his rescuers that he had fractured his collar bone. On inquiry at the Government Civil Hospital, however, it was ascertained that Mr. Choi's injuries were all superficial, and his condition was such that it was considered safe to have him transferred, at his own request, to the French Hospital later in the morning.

Wheels Uppermost.

On its way over the narrow strip of ground by the side of the road, before reaching the edge of the embankment, the car trampled down small saplings and undergrowth like a tank. It eventually landed in Lower Albert Road with its wheels uppermost. If Mr. Choi had not fallen out of the seat he would probably have been killed by being crushed under the car.

It speaks well for the efficiency of the Police Traffic Department that within a short time after the accident the smashed car had been removed under their supervision and the road was cleared for traffic as usual. The only thing that remained as evidence of the crash was the fallen pillar and the crushed vegetation on the bank.

Grand Salute (Gordon Richards).  
Bargany (Carlsake).  
Rustom Pasha (Beary).  
Parthenon (Golding).  
Noble Star (Harry Beasley).  
Seer (Jellie).  
Tetragem (Lane).  
Scout the Second (Joe Childe).  
Dick Swiveller (Pat Beasley).  
Blenheim won by one length from Iliad, which was another two lengths in front of Diolite.  
Betting: 18-1 Blenheim, 25-1 Iliad, 11-4 Diolite.  
Special place-betting was 10-1 Diolite, and the others proportionate.—Reuter.













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MISHIMA MARU	Friday	20th June
SIBERIA MARU	Saturday	5th July
<b>LONDON, MARSEILLES, ANTWERP, ROTTERDAM</b> via Singapore, Penang, Colombo, Suez.		
FUSHIMI MARU	Saturday	14th June at 8 a.m.
HAKOZAKI MARU	Saturday	28th June at 7 a.m.
<b>SYDNEY &amp; MELBOURNE</b> via Manila & Ports.		
TANGO MARU	Tuesday	24th June
<b>MANILA.</b>		
TENYO MARU	Friday	6th June at 4 p.m.
<b>HONKAI</b> via Singapore, Penang, & Colombo.		
SADO MARU	Wednesday	11th June
† TOTORI MARU	Friday	29th June
<b>SOUTH AMERICA (West Coast)</b> via Japan, Honolulu, Los Angeles, Mexico & Panama.		
BOKUYO MARU	Friday	29th June
<b>SOUTH AMERICA (East Coast)</b> via Singapore, Cape Town & Ports.		
WAKASA MARU	Thursday	5th June
<b>NEW YORK, BOSTON</b> via Panama.		
† TATSUNO MARU	Wednesday	25th June
<b>LIVERPOOL</b> via Port Said, Suez, Constantinople, Genoa.		
† DAKAR MARU (Calls Saigon)	Monday	9th June
<b>CAUCUTTA</b> via Singapore, Penang & Rangoon.		
† HAKODATE MARU	Sunday	8th June
† MALACCA MARU	Sunday	15th June
<b>SHANGHAI, KOBE &amp; YOKOHAMA.</b>		
† GENOA MARU	Saturday	7th June
KITANO MARU	Tuesday	10th June
† TOYOHASHI MARU	Tuesday	10th June

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ANDES MARU	Wednesday	11th June
ALTAI MARU	Saturday	12th July
<b>RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES</b> —Via Saigon, Singapore, Colombo, Durban & Cape Town.		
RIO DE JANEIRO MARU	Friday	13th June
MONTEVIDEO MARU	Friday	18th July
<b>SUMATRA</b> —Via Singapore & Colombo.		
LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI BAR & MOMBASA—Via Singapore & Colombo.		
PANAMA MARU	Monday	7th July
<b>CAUCUTTA</b> —Via Singapore, Penang & Rangoon.		
TACOMA MARU	Wednesday	18th June
MADRAS MARU	Wednesday	2nd July
<b>VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER</b> —Via Japan Ports from Shanghai.		
AFRICA MARU	Friday	1st July
<b>MELBOURNE</b> —Via Manila, Brisbane & Sydney.		
SYDNEY MARU	Friday	6th June
<b>HAIPHONG</b> —Via Hobe & Pakhoi.		
MENADO MARU	Thursday	12th June
<b>NEW YORK</b> —Via Japan ports & Panama.		
<b>JAPAN PORTS.</b>		
ATLAS MARU	Monday	9th June
BORNEO MARU	Friday	13th June
<b>KEELUNG</b> —Via Swatow & Amoy.		
CANTON MARU	Sunday	8th June, 3 p.m.
HOZAN MARU	Sunday	15th June, 3 p.m.
<b>TAKAO</b> —Via Swatow & Amoy.		
DELI MARU	Thursday	5th June, Noon.
<b>FAKAO &amp; KEELUNG.</b>		
BATAVIA MARU	Tuesday	10th June

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## SHIPPING SECTION.

### HOW THE STEAMER CONDOR SANK.

TRAGEDY WHICH WAS ALL OVER IN 5 MINS.

226 MISSING: 24 SAVED.

Calcutta, April 30. One of the most poignant tragedies that has thrilled Bengal in recent years, the sinking of the river steamer Condor, is described by The Statesman's special correspondent, who went to Goulundo last night.

He says:—Only 24 of the 250 persons, including women and children, who were on the ill-fated steamer are definitely known to have been saved. There is evidence that others managed to reach the shore and went to their village homes, but even so, it is not likely that the death toll will be less than 200.

The Condor turned turtle and sank during the worst of four cyclonic storms that have wrought havoc on the banks of the Padma River in successive days. A violent gust of wind caught the Condor, and, tearing from the bed of the river, four anchor chains she had dropped, turned her over completely. She immediately went to the bottom, carrying the majority of her passengers and the crew with her.

A tragic feature of the disaster was its suddenness. Only five minutes elapsed between the outbreak of the storm and the foundering of the steamer.

#### Officer's Vivid Story.

The Condor, which was one of the larger paddle steamers owned by the Indian General Navigation and Railway Company, left Benani at 3.30 o'clock on Sunday afternoon, most of her passengers being country folk. She was bound for Goulundo from Serajganj.

What followed can best be described in the words of one of her Indian officers, who stated:—"We were only half a mile from Nagarbari, steaming in mid-river, when I noticed an ominous black cloud approaching from the starboard. The head serang consulted me and we decided to turn the steamer round, head on to the storm, and to drop anchor. The alternative was to make for the shore, which was a mile and a half distant on either side. In view of the rate at which the wind was rising we feared we would be caught broadside on by the storm. Accordingly we slowed round and dropped four anchor chains.

#### "Furious Gusts of Wind."

"A few minutes later the steamer was being pounded by furious gusts of scorching hot wind, which increased in strength until they reached an intensity which, in my 30 years' experience as a sailor, I never remember exceeded.

"But this time the whole of the western horizon was covered with black clouds, which, owing to some freak of the sun, became flooded with blood-red light.

"A terrible howling, partly by terrified passengers and partly by the cyclone, filled the air and the river became like the open sea in a heavy storm. Huge waves swept the lower deck, causing the passengers to stampede in a panic up into the first class quarters. The thunder was deafening and we sailors could barely see what we were doing owing to the violent squalls of rain and dizziling lightning.

"Some passengers caught up lifebelts, but most of them, especially the women and children, thought to save themselves by clutching railings and pillars.

"The steamer rocked as though she was a cork. The crew tried to roll up the canvas purdahs enclosing the decks, so as to present less obstruction to the wind, but they had barely started when a fierce burst of wind struck the steamer forward and turned her completely over on her starboard side.

#### Mail Bags Lost.

There is little doubt that other survivors will be reported during the week, while it is practically certain that some must have gone straight to their village homes and will not be heard of again.

The death toll will, therefore, probably never be exactly known. It is not even definitely known how many passengers there were on board, as the ship's log went down with her, and computation from the serial numbers of the tickets must involve delay.

It is not known how many passengers are among the 24 persons whose survival has been established.

As far as has been ascertained at present, the men missing from the crew include both serangs, two sekunnies, all the refreshment room staff, ten firemen and four of the serangs' men.

All the mail bags on the Condor were lost and the sorting clerk and van poen have not been accounted for.

Later: A message from the Associated Press correspondent at Serajganj confirms last night's report concerning the Condor disaster, which occurred at 5 p.m. on Sunday.

Interviewed by the Associated Press, an official of the Kilburn Company, managing agents for the India General Navigation and Railway Company, which owns the steamer, said there were about 200 passengers on board, of whom 18 so far had been rescued.

The vessel had been located in three fathoms of water.

The Condor was built in 1897, and rebuilt in 1926. She left Calcutta last month after a thorough survey.

An unconfirmed report from Pabna says that a European, his wife, two children and an ayah, are among the missing passengers of the Condor, who included an Anglo-Indian inspector and several members of a zemindar's family.

A large number of villagers have been rendered homeless on either side of the river as a result of the cyclone which wrecked the Condor.

No confirmation of the rumoured loss of a European with his wife and two children has been received, pending a check of the passengers taken on at each port of call.

The ship, now lies with her funnel stuck in the river bed and 18 inches of the hull protruding from the water.

#### Viceroy's Sympathy.

The Viceroy, Lord Irwin, has sent a telegram to the Governor of Bengal expressing the deepest regret at the terrible catastrophe which befell the mail boat Condor, involving the loss of so many lives.

"I would be glad if you could convey my sympathy to the bereaved families," His Excellency adds.

### CAPTAIN PRAISED.

Presentation to Elder Dempster Commander.

A very interesting ceremony took place in the offices of the Elder Dempster Line, Liverpool, when Captain T. E. Williams, commander of the motorship *Aba*, was presented by Mr. Picton Jones, one of the Liverpool directors of the company, with a silver salver, on behalf of the passengers who were on the *Aba* on the voyage when she weathered what was described as "the worst storm within living memory."

The silver bore the following inscription:—"Presented to the master of the motor vessel *Aba*, Captain T. E. Williams, by the passengers on the voyage beginning at Liverpool on December 4, 1929, and ending at Lagos on January 1, 1930, in token of their very great appreciation of all that was done for them, especially during the period, December 6 to 18, when the *Aba*, although partly crippled, weathered what was perhaps the worst storm within living memory."

Mr. Picton Jones, in making the presentation, said he felt he was in a false position, because he was not a passenger on that memorable voyage of the *Aba*. There were, however, extenuating circumstances in his favour. He felt he did to some extent participate in that voyage, inasmuch as the many—he might say the hourly—wireless messages that passed between the company and the commander kept them in very close, though perhaps anxious touch during those eight days when the wind and seas seemed determined to give no quarter.

The strongest reason for his being there was explained by the following extract of a letter received from Captain G. Darby, Land Department, Lagos, who was chairman of the committee, which was formed from amongst the passengers, to give expression to their thanks and appreciation to Captain Williams, his officers, engineers and crew. Captain Darby notified first of all that the salver had been presented, and continued, "the other members of the committee are not available for me to consult, but I am sure they would join me in expressing the hope that the chairman of directors, or one of the other Liverpool directors, will find it possible to present the salver to Captain

Williams on some suitable occasion when he is in Liverpool on the return of the *Aba*." They had, said Mr. Picton Jones, taken the first opportunity of carrying out their wish.

The feat which they commemorated was one which, he thought they would all agree, would live long in the annals of sea-history as a feat of fine seamanship, dogged perseverance, and a determination to win out. It was another instance, if another were needed, of the breed the sea produced, and Captain Williams had proved himself a fine example. It indicated, too, that there was no decay in the moral fibre of the British people, more especially of its sailors.

Captain Williams had been in command since 1895 and had served in every branch of the company's service, including its Lagos branch service. He was now on the highest rungs of the commander's ladder, and that record of service with the addition to his laurels of that recognition, of his skilful navigation under extreme difficulties justified to the full the confidence placed in him by his owners, while his passengers and his colleagues were proud of him. (Applause.)

Captain Williams, in returning thanks, said he and his crew were only doing their duty.

Captain G. A. Cotterell (marine superintendent) paid a tribute to the Liverpool dockers who stowed the *Aba*. If the vessel's cargo had shifted, he said, they would have had a different tale to tell. He thought that was a good opportunity to mention how well the cargo was stowed and choked off. She had quite a good cargo, and when the hatches were opened in Queenstown it was found that not a single package in the ship had shifted a foot. (Applause.)

### CONSIGNEES' NOTICE.

Consignees of Cargo per C.M.V. "Hilda" are reminded to take delivery of their goods which will be subject to rent after June 7.

### CONSIGNEES

LOYD TRIESTINO NAV. CO.

### NOTICE TO CONSIGNEES.

Chartered Motor Vessel, "HILDA".  
From Trieste, Brindisi, Port Said, Suez, Aden, Massaua, Karachi, Colombo, Penang & Singapore.

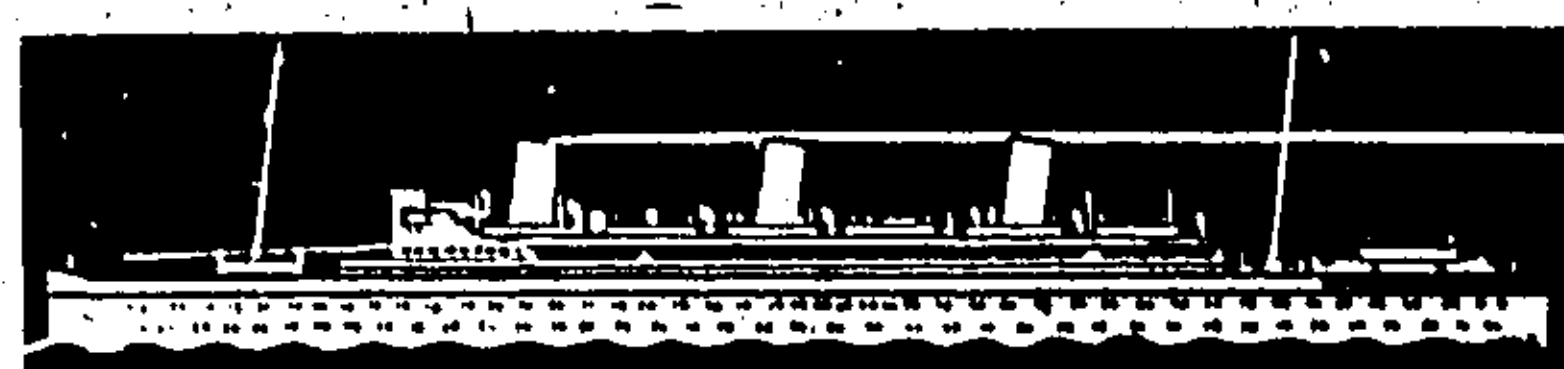
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 1st June, 1930.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 7th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by:  
**DODWELL & CO., LTD.**  
Agents.  
Hong Kong, 1st June, 1930.



## TEN THOUSAND MILES

—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

### Next Sailings To Pacific Coast

EMPRESS OF ASIA ..... JUNE 25th.  
EMPRESS OF CANADA ..... JULY 10th.  
EMPRESS OF RUSSIA ..... JULY 23rd.

## CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

## BRITISH WUCHOW LINE

### WHITSUNTIDE.

The summer months in Hong Kong are very trying. When there is a chance to recuperate yourself, do not miss it. Why not take the opportunity of the Whitsuntide Holidays to make a trip up the West River. The round trip only takes four days and it costs you less than \$40 including meals & stay overnight on board at Wuchow.

The two comfortable steamers s.s. "Tai Ming" & s.s. "Tai Hing" go up there from Hong Kong regularly.

### JUNE SAILINGS.

DEPARTURE HOURS:  
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"  
[1,068 tons—Capt. Trotter.]

JUNE  
SAT. 7th MON. 23rd  
THURS. 12th SAT. 28th  
TUES. 17th

S.S. "TAI MING"  
[649 tons—Capt. G. J. Spink.]

JUNE  
MON. 9th WED. 25th  
SUN. 15th MON. 30th  
FRI. 20th

For information apply to  
**KWONG WING Co., Ltd.**  
87, Connaught Road West.  
Phone 20893.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ..... will sail from Colombo 10th Aug.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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Telephone 28021.

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AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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S.S. "CITY OF SHANGHAI" London, Rotterdam, Hamburg & Nordenham ..... 9th June.  
S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg ..... 9th July.

**NEW YORK, BOSTON, & BALTIMORE** ... **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF BOMBAY" ..... 10th July.

ALSO AGENTS FOR

**ANDREW WEIR & CO.**

SERVICES TO

**BOSTON, NEW YORK, & BALTIMORE** ..... **AMERICAN & ORIENTAL LINE**  
M.V. "OAKBANK" ..... 8th July.

**MAURITIUS & SOUTH AFRICA** ..... **ORIENTAL AFRICAN LINE**  
S.S. "TINHOU" ..... August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agou Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullfmaine, De Po-Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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**THE BANK LINE, LTD.**



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MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KHIVA	9,155	1930 7th June Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	18th June	Straits, Colombo & Bombay.
RANPURA	16,601	21st June	Bombay, Marseilles & London.
LAHORE	5,331	28th June	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	5th July	Marseilles, London, Hull, Rotterdam & Antwerp.

\* Cargo only. † Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

*TALAMBA	8,018	1930 6th June 2 p.m.	Singapore, Penang & Calcutta.
TAKADA	6,642	21st June	Singapore, Penang & Calcutta.
TALMA	10,000	28th June	Singapore, Penang & Calcutta.
SHIRALA	7,841	5th July	Singapore, Penang & Calcutta.
TAKEWA	7,853	14th July	Singapore, Penang & Calcutta.

\* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

*TANDA	6,956	1930 6th June 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th July	
NELLORE	6,950	3rd Aug.	

\* Calls Port Holland, Cairns, &amp; Zombaung.

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
to Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hloho,  
Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as in-  
dicement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New

Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail steamers to London via Suez Canal.

The P. &amp; O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and

London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

		1930		
TALMA	10,000	6th June	Amoy, Moji, Kobe & Osaka.	
KARMALA	9,128	6 a.m. 6th June	Shanghai, Moji, Kobe & Yokohama.	
		Noon		
ST. ALBANS	4,500	10th June	Moji, Kobe Osaka & Yokohama.	
SHIRALA	7,841	11th June	Amoy, Shanghai, Moji, Kobe & Osaka.	
TAKEWA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.	
KALYAN	7,008	23rd June	Amoy, Moji, Kobe & Osaka.	
RAJPUTANA	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.	
KASHMIR	16,568	13th July	Shanghai, Moji, Kobe & Yokohama.	
MANTUA	8,985	1st Aug.	Shanghai, Moji, Kobe & Yokohama.	
KASHGAR	10,946	15th Aug.	Shanghai, Moji, Kobe & Yokohama.	
MALWA	9,005	22nd Aug.	Shanghai, Moji, Kobe & Yokohama.	
KIRKP	10,950	12th Sept.	Shanghai, Moji, Kobe & Yokohama.	
MOREA	9,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.	
MACEDONIA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.	
RAWALPINDI	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.	
	16,619	7th Nov.	Shanghai, Kobe & Yokohama.	

\* Cargo only. † Calls at Tsingtau &amp; Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at

Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received

at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

P. &amp; O. Building, Cornmarket Rd. Cg Hong Kong.

Agents.

## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and

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We have over thirty years' experience. We own two slipways and can

accommodate any craft of 200 feet long.

Work Office: 64, Cornmarket Road, Central Hong Kong. Tel. 20455.

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Estimates furnished on application.

Hong Kong, April 1, 1924.

PEASANTS' REVOLT:  
Serious Rising Against  
Russia.

## GUNBOATS' MUTINY.

Harbin, May 28.  
Japanese official circles here are  
authority for reports this morning  
that the mutinies of peasants in  
the vicinity of Vladivostok are be-  
coming alarmingly serious.

The Chinese newspaper Kung  
Pao publishes a report based on in-  
formation from foreign sources  
that Russian Island, in the harbour  
of Vladivostok, is in the hands of  
mutineers, and that the crews of  
the Soviet gunboats Vorovsky,  
Krasny and Vimpel have revolted  
and liberated several thousand  
prisoners who had been incarcerated  
by the Soviet authorities for  
several months.

Telephone and telegraphic com-  
munication between Harbin and  
Vladivostok was interrupted yester-  
day, and passengers arriving in  
Harbin state that the peasant re-  
volts in the villages in the Maritime  
province are growing, and that the  
Soviet authorities are becoming  
panicky due to their inability to  
suppress the rising.

Harbin exchange on Soviet Rus-  
sia slumped seriously yesterday.

The epidemic of 'spotted' typhus  
in Harbin continues to grow,  
fifteen new cases among the foreign  
population being reported daily.  
The number of cases in the Chinese  
community, while not reported, is  
thought to be even greater.—  
Canton News Agency.

## PASSENGER LIST

## DEPARTURES

Per S.S. Empress of Russia for  
Shanghai, Japan and Canada on  
June 4:—

Major and Mrs. T. Aveling,  
Mrs. P. W. Humphreys, Mrs. T.  
Cook, Miss A. McLaughlin, J. V.  
Crane, Mr. and Mrs. F. M. Pindle,  
D. F. Warren, Capt. R. A. A.  
Chichester, Mr. and Mrs. B. L.  
Lewis, Major G. St. G. Robinson,  
Capt. N. A. Thorp, Mr. and Mrs.  
V. A. Dodge, Lt. J. Baskerville,  
Glegg, P. B. Parry, Mrs. W. E.  
Meikle, Mr. and Mrs. J. M.  
Henderson, Mr. and Mrs. Smith-  
Weight, T. J. Ryle, K. Kempton,  
E. Brooke, Mrs. T. C. Monaghan,  
daughter and two sons, Mr. and  
Mrs. B. Hewitt and daughter,  
Prince Ajijah, Prince Chirasakti,  
Mrs. C. V. Husband and son,  
Mrs. J. V. Lewis, Mr. and Mrs. D.  
Elder, Mr. and Mrs. Baldwin,  
Miss M. Routledge, Mr. and Mrs.  
L. A. Levensaler, H.S.H. Prince  
Prasobai, Mrs. E. Hefford, A. P.  
Bunkey, Mrs. J. H. Dudley and  
daughter, A. H. Fenwick, H. C.  
Gray, Mrs. E. Biscoe and son,  
J. E. Joseph, Miss C. Dodwell,  
Miss E. Dodwell, Hon. Mr. and  
Mrs. W. E. L. Shenton, Mrs.  
Wilson, Mr. and Mrs. A. R.  
Morley, Capt. D. R. M. Cameron,  
Maj.-Gen. J. W. Sandilands, C.B.  
C.M.G., D.S.O., Capt. V. G. Rubert,  
Dr. and Mrs. C. H. Elmore, M.  
Moraza, J. Moraza, J. L. Sizem,  
F. Maggall, L. R. Acosta, V.  
Coloyuga, C. B. Rydell, G. Rankin,  
Mr. and Mrs. N. M. Cressman,  
K. J. Morton, Very Rev. A.  
Swann, J. J. Brown, Mr. and Mrs.  
E. F. Wallace, J. L. Rellig, Mr.  
and Mrs. D. R. Jones, F.O.  
P. F. G. Bradley, A. G. Everett,  
J. F. Lunny, Mrs. M. K. King,  
Miss E. King, J. W. Vogeler, Mrs.  
Geo. Komor, Pay Comdr. S. S. C.  
Parson.

## WARSHIPS IN PORT

The following British warships  
were in harbour yesterday:—

Tamar—Basin.  
Marazion—Basin.  
Tarantula—Basin.  
Suffolk—North Arm.  
Thracian—West Wall.  
Bruce—In dock.  
Sirdar—No. 12 buoy.  
Foreign.  
Adamastor—Portuguese cruiser.  
Helena—American gunboat.  
Hai Fu—Chinese gunboat.  
Vigilante—French gunboat.

## STEAMER'S MOVEMENTS

The B.I. s.s. Shirala left Singa-  
pore for this port on June 3,  
p.m., and is due here on June 9  
a.m.

## BLUE STAR LINE

Far Eastern Service.

Regular Monthly Fast Freight Service.

Refrigerated and general cargo

Next Sailing

S.S. "ALBION STAR"

on

JUNE 29th.

for

MARSEILLES, LONDON, ROTTERDAM,  
HAMBURG, LIVERPOOL, via STRAITS.

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Agents.

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in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

## CAPT. J. C. CLARK.

Link with Whaling  
Days.

A link with the old whaling  
days has been severed by the  
death, at Hull, of Captain John  
Cook Clark, aged 68 years. De-  
ceased, a native of Hull, attend-  
ed Hull Trinity House as a boy.  
He commenced his seafaring  
career on the whaling vessel Cam-  
perdown, of Dundee. He sailed  
with his father, the late Mr.  
George Osborne Clark, who will  
be remembered as having wintered  
at Greenland in the whaling  
vessel Dianna. After an appren-  
ticeship of four years, young  
Clark entered the service of the  
Wilson Line; his first appoint-  
ment was as third mate of the  
old Murengo, and he later became  
chief mate of the Murengo and  
then gained promotion as master  
of the Flamingo. Shortly after-  
wards he was transferred to the  
New York trade, where he spent  
most of his seafaring life. In  
time he became master of the  
Galilee, Martello, Francisco, Hin-  
doo, Toronto and Colorado. De-  
ceased was held in such high  
esteem by the firm that when a  
new ship was going on her maiden  
voyage he was usually put in  
charge of her. Captain Clark was  
as well known in New York ship-  
ping circles as in Hull.

During his period as captain of  
the Murengo he had charge of a  
boat which rescued the pilots,  
during a blizzard, from a sinking  
pilot cutter off the American  
coast. For this brave deed he  
was presented with two gold  
watches, one from the President  
of the United States and the  
other from the New York Har-  
bour Pilot Commissioners. He  
rescued a number of crews, in-  
cluding one from a German  
steamer sinking in the Atlantic,  
and for this was given a pair of  
binocular glasses. He also towed  
in port several disabled steamers.  
He retired in 1916 and leaves a  
widow and three children, two  
daughters and one son, the latter  
of whom, Mr. John Clark, is at  
present an officer with the  
R.M.S.P. Co., Ltd., trading to  
South America.

The funeral took place at  
Aulaby New Cemetery, near Hull,  
when a large number of mourn-  
ers from shipping circles were  
present.

Mr. J. T. Brownlie, president of  
the Amalgamated Engineering  
Union, stated that the Communists  
were acting under instructions from  
Moscow.

## AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" &amp; "TAIPING"

These New Vessels Maintain a Regular Service from

HONG KONG TO AUSTRALIAN PORTS

via MANILA and THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand

and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger

Accommodation.

HONG KONG TO SYDNEY—19th DATE.

For Freight and Passage apply to:— BUTTERFIELD &amp; SWIRE.

Tel. 20331.

Agents.

## SAILING NOTICE

WEEKLY  
TRANS-PACIFIC SERVICE.To SAN FRANCISCO and  
LOS ANGELES.The Sunshine Belt via  
Honolulu.To SEATTLE and  
VICTORIA.The Short, Straight Route  
to America.

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays:

Pres. Grant ... Tues. June 17 Pres. Jefferson ... Tues. June 10  
Pres. Cleveland ... Tues. July 1 Pres. Lincoln ... Tues. June 24  
Pres. Pierce ... Tues. July 15 Pres. Madison ... Tues. July 8

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## TO MANILA

Pres. Grant ... June 7 6 p.m. Pres. Cleveland ... June 21, 6 p.m.  
Pres. Lincoln ... June 17, 6 p.m. Pres. Madison ... July 1, 6 p.m.

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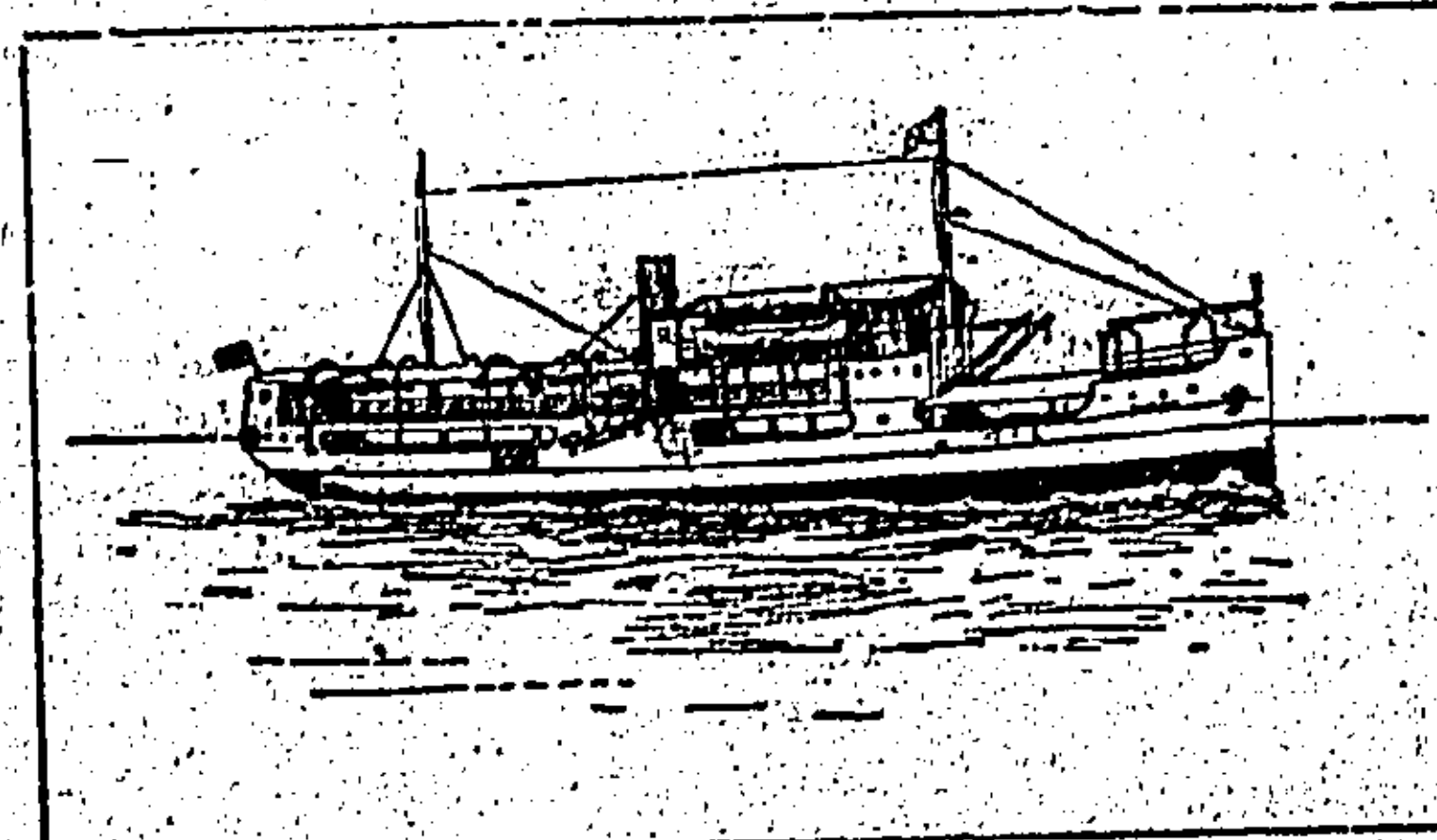
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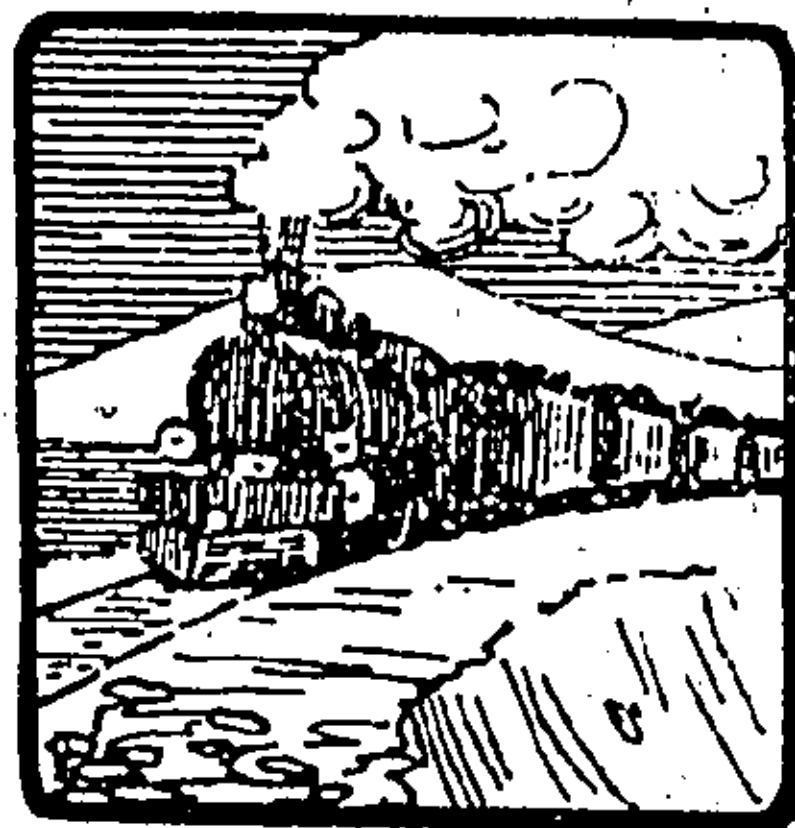
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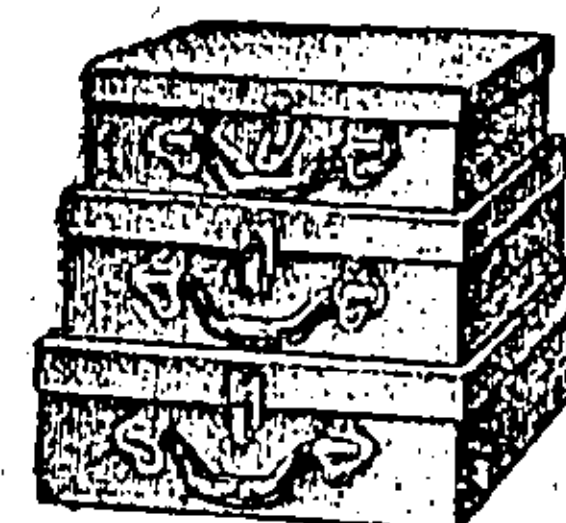
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**Overland China Mail.**

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

Published by  
The Newspaper Enterprise, Ltd.  
Printers & Publishers,  
No. 3A, WYNDHAM STREET,  
HONG KONG.

TELEPHONES—  
Business Office: 24022.  
Editorial Department: 24641.  
Cable Address—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.  
London Offices:—The Far Eastern Advertising Agency (London), Ltd., 30-38, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, June 5, 1930.

### ARE WE LAZY?

It is difficult to feel anything but sorry for ourselves in this heat and monetary depression. No doubt many of us in the secret watches of the night tell ourselves how "sporting" we are to carry on as we do; how like pioneers with a noble mission we behave by submitting to the inevitable. Do we not rise at eight o'clock (or thereabouts), take the briefest of tiffins, and slog away at our particular task until tea time? In fact, as with everything touched by our influence in the Colony, do we not try to model our lives on those that we led in the City, and after six, in the suburbs?

Everything in our own estimations points to our conscientiousness and efficiency. How pleasant is the world as we like to see it, and not as it really is! The truth is far from the average man's conception of it. Vanity refuses to admit of mistakes. Yet the truth is that a very large proportion of business men in Hong Kong are both indolent and unenterprising. One has only to walk into the average office to see perfect examples of laziness, especially of that form of it known as "clock watching," which at home is only the unenviable prerogative of the office boy. We seem to have no obligations; social considerations, under the thinly-veiled guise that they are "necessary" to one's business, take precedence. If an acquaintance rings up at any hour of the day and suggests a brief meeting at the Club or at one of the local cafes or hotels,

few seem able to resist it. Work, however important, is laid aside and, consequently, the routine is momentarily held up. That may be one of the reasons why it is so difficult to get prompt attention to one's affairs from many business houses, and an apparent lack of interest in one's dealings.

Another unpalatable but true factor in our lives is that most of us suffer from a variety of complexes which do not bear a moment's analysis. First, there is the "heat complex," under which everybody lays excuses for indifferent workmanship. People were "off colour" when they did a certain thing badly; the humidity "oppressed their nerves" and made them rude to a customer. They were late for an appointment because they could not find a rikisha or a car and it was too hot to walk. In fact, this "heat complex" is the feeblest excuse for man's natural inclination to be lazy and to take the line of least resistance.

Then there is the "liver complex," which is supposed to be the natural sequence to the overrated "jolly evening" at the Club. It is not considered good form to discuss anything more serious than Bridge between the hours of seven and ten ante-meridian. If anything goes wrong, we never hesitate weakly to ascribe its influence to a mythical "liver."

Again, there is that all too common complaint, the "dollar complex," under which one is supposed to growl and frown and mutter pessimistic forebodings about the future of the Colony. In fact, the aim of the average resident appears to be to think about and discuss any matters so long as they have no relation to seriousness or intellectualism; to rush wearily through the day's work and spend the evening at cards or idle gossip; to be sedulous in maintaining an "appearance," and having the same number of buttons on one's coat as the next man; to sink one's individuality in a "Far Eastern type." All of these criticisms indicate that the man who comes East far from being (as his sisters and sweethearts at home imagine) a strong and silent pioneer, is a miserable, effeminate "blackcoat" who would be happier in the environment of Golders Green. What we need in this Colony is clearly a larger share of the despised "Celtic fringe."

### News in Brief

One case of typhoid fever and one case of smallpox were notified yesterday.

The damage to Flycatcher No 4 has been repaired and the machine landed on H.M.S. Hermes yesterday afternoon.

The Police yesterday removed to the Foundling Hospital, Kowloon, a Chinese male baby, about two days old, which was found wrapped in swaddling white cloth on the roadside.

Shortly before midnight last night, two babies, not more than one day old, were found abandoned outside the Italian Convent. The Police were notified and they took the twins away.

The Police have been notified that a Chinese girl named Chan Kwai-mui (18) has been missing from 191 Matshed, Pak Sha Street, Cheung Chau Island, since six o'clock yesterday evening.

A report has reached the Police to the effect that between 9.30 on Tuesday June 3, and 6.15 this morning, a Klaxon horn, valued at \$32s. 9d., has been either lost or stolen from H.M.S. Suffolk.

When Lei Kok, a returned banished, was charged at the Kowloon Magistracy this morning Mr. Whyte-Smith (Magistrate) said: "You have not been away very long. Banished in 1929 for ten years, you returned last year, and you got twelve months and twenty strokes of the birch. Well, this time you will get 12 months and 24 strokes of the birch."

A Whist drive is held every Tuesday at 8.30 p.m., and a dance every Thursday, at 8 p.m., at the "Cheero" Naval and Military Canteen, City Hall. All Service men are welcomed. The Hon. Treasurer of the Ladies' Committee of the "Cheero" gratefully acknowledges a donation of \$25 from the Hon. Mr. W. E. L. Shenton, and \$20 from Mr. W. W. Hornell.

A report has been received from the Au Tau District of an armed robbery which was committed shortly after 8 o'clock on Tuesday night. The message said that six men, one of whom was armed with a revolver, while the others carried hammers and choppers, entered a hut occupied by a widow of Che Chuk-lam. After they had subdued their victim, they robbed her of money and clothing to the total value of about \$5.

### CORRESPONDENCE.

#### SUGGESTION FOR TRAMWAYS COMPANY.

[To the Editor of "China Mail."] Sir,—In your issue of the 2nd instant "Shareholders" interesting suggestion for the Tramways Company to take over the China Motor Bus and Kowloon Motor Bus services in the mainland should commend itself to the immediate attention of the Directors of the Company because the acquisition of these two bus services will result in gain both to the Company and the inhabitants in general living on the mainland as the Company should, by the addition of these bus services to the Kai Tak Bus service already owned by it, be placed in such a strong position as to enable it to maintain even better bus services throughout Kowloon at the existing fares.

As high cost of transportation will necessarily retard the development of any place, and particularly of the outlying districts of Kowloon, and as one of the Bus Companies in Kowloon has already, it is understood, obtained the sanction of the authorities to increase its bus fares in the near future, the Tramways Company should, therefore, lose no time in coming to a speedy and satisfactory arrangement with both the Bus Companies in question, and, failing this, it should approach the authorities immediately in the matter, provided that it must give the assurance that the present fare will not be increased.

Such a deal, if put through, will quite apart from the vast future prospects of these bus services, bring much more handsome returns than the Hong Kong Hotel Bus service.

Yours, etc.,

IN ACCORD.  
Hong Kong, June 4.

[To the Editor of "China Mail."] Sir,—Following on the editorial comments and correspondence in the China Mail, the experience of residents along what you term "a monopolised route" this morning may be of interest.

Prospective passengers at one stopping place had to wait in the rain half an hour for a bus going to the Star Ferry. In the meanwhile three buses had passed in the opposite direction on the same route. I cannot imagine such a "service" under the management of the Tramways Company.

Yours, etc.,  
WET AND LATE.  
Kowloon, June 5.

### MOTOR PERILS.

[To the Editor of the "China Mail."] Sir,—I read with some interest "Ford Owner's" letter of condemnation of holiday motorists. I myself spent a most enjoyable time indulging in what "Ford Owner" considers "undignified behaviour." I should like to ask the aggrieved gentleman how he would spend the time after lunch, if he did not wish to sleep? Bathing after a meal, I believe, is considered harmful; basking in the sun is also dangerous, and talking whilst others require rest might also prove harmful.

If Mrs. "Ford Owner" is of such a nervous disposition, I would suggest the purchase of the Maskee instead of "enjoying" the perilous luxury of a Ford car.

Wishing "Ford Owner" a more enjoyable week end.

Yours, etc.,

Hong Kong, June 5.

BAUS.

### WIFE WOES.

#### Order for Separation and Maintenance.

##### MUTUAL AGREEMENT.

The case in which a Chinese married woman named Chan Wai-mun, alias Chau Chan-shi, summoned her husband, Chau Kee-lin, for alleged desertion had an abrupt end yesterday afternoon when it was announced to Mr. A. W. G. H. Grantham that a settlement had been arrived at outside the Court.

Mr. M. K. Lo, for the woman, agreed to an order for the sum of \$40 to be paid monthly by the defendant for the maintenance of his wife, with permission for complainant to apply for variation of the order should circumstances justify it. He also asked for an order of separation, the payment of the monthly allowance to date from the first of the current month.

Mr. F. X. d'Almada, sen., for the husband, confirmed the agreement between the parties, as outlined by Mr. Lo.

His Worship accordingly made the orders for separation and maintenance, and allowed the complainant the sum of \$50 as legal costs, to be paid by the husband.

### READY TO OBLIGE.

#### Carrying a Parcel of Opium.

Before Mr. R. E. Lindsell this morning a Chinese was charged with the unlawful possession of 70 tael of prepared non-Government opium, on the Yuen On wharf.

He explained that he was unemployed, so when a man promised to pay him for carrying a parcel from the wharf and place it in a rikisha, he took the job.

Revenue Officer A. W. Grimmett said that the opium was concealed in the bottom of a basket under a pile of "joss" sticks. The accused had arrived on the s.s. Chuenchau as a passenger.

The Magistrate imposed a fine of \$8,000, or eight months' hard labour.

### OBITUARY.

#### Mr. George Fry.

The China Mail regrets to record the death of Mr. George Fry, a member of the Royal Naval Dockyard Police, which occurred on Tuesday. Mr. Fry, who was 42 years of age, came to Hong Kong from Plymouth three years ago, and was a popular member of the Kowloon Football Club, in whose activities he always displayed the keenest interest.

The funeral took place yesterday afternoon, the burial service being performed by the Rev. Mr. Foley, (Naval Chaplain). A large number of police from the Royal Naval Dockyard was present, together with Commander Bridge, Surgeon-Commander Hunt, other naval officers, and civilian friends.

Amongst the many floral tributes were those from—Mother and Father, Sister, and brothers, Naval Yard Police, Rear-Admiral R.A.S. Hill, Commander Bridge, Surgeon-Commander Hunt, Officers at Kai Tak, Naval Dockyard departments and Kowloon Football Club.

### MR. T. KAWA.

A well-known and very popular member of the local Japanese community in Mr. T. Kawa passed away at the Government Civil Hospital yesterday morning.

Mr. Kawa was Assistant manager of the Mitani Bussan Kaisha, and was taken to Hospital last Friday, suffering from appendicitis. He was 48 years of age.

Previous to coming to Hong Kong about three and a half years ago, Mr. Kawa had been attached to the New York and Osaka offices of the Company.

Much sympathy will be extended to the widow and four sons in their sad bereavement.

### CIVIL WAR.

(Continued from Page 1.)

#### Wang Ching-wei.

Peking, Tuesday. Wang Ching-wei in a wire to Chen Kung-pou states that his faith in the loyalty and patriotism of Yen Hsi-shan and Chao Pe-nin remains unchanged, that his sole desire is for the permanent peace and order of the country, and that he is not in anyway seeking for political power for himself. It appears that Wang is entertaining more favourably the idea of a trip to the North.

#### The Hunan Situation.

According to a wire received from Changsha, it is affirmed that the rumour regarding the arrival at Siangtan of the Ironsides and Kwangsi-ites is groundless. The wire further points out that over 1,000 bandits attacked a village in the vicinity of Siangtan, and this event has been reported by sensationalists as an attack by the Ironsides.

#### Nanking, Tuesday.

The Ministry of Navy has despatched the gun-boat Tsu Yu to Hunan for patrol work; the Kung Shing and Shun Shing to Yochow and Chenglingchi; the Tsu Tai to Changsha; the Kiang Ching to Wukow; the Kiang Yuan and Teh Shing to the Han river.

General Tan Tao-yuan, commanding officer of the 50th Division, who lately left Canton, arrived on June 2 at Nanking. General Tan is understood to have received instructions from Marshal Chiang to concentrate his division at Kiukiang, Kiangsi, before June 6, to await further orders.

General Lu Tie-ping, Chairman of Kiangsi, has arrived at Kiukiang to direct the campaign for the interception of the Ironsides. The inhabitants of Hunan are greatly relieved since the arrival of the reinforcements under General Hsia Tao-yen. The three regiments of the 2nd Training Division will be led by General Chien Ta-chun within a week.

Another conflicting report states that immediately upon the arrival of the Ironsides at Siangtan, Chang Fa-kwei organised a Provincial Government with himself as chairman.

#### The Shantung Situation.

Tsinan, Tuesday. Heavy fighting is reported to have taken place on the 1st between the Shansi and Shantung troops at Chouchuan and Chao-chwang on the Kiao-Tai railway. General Han Fu-chu is directing the operations at Salupu.

Marshal Chiang telegraphically transferred on the 1st the 46th Division under General Fan Hsi-shik to Tsinan to participate in the battle on western Shantung front.

After conferring with Yen Hsi-shan at Chuangchow, General Fu Tao-yi proceeded on June 2 to Yehchow to direct the offensive. Strong fortifications have been prepared in the vicinity of Tsinan by Generals Chan Tiao-yuan and Han Fu-chu—Canton News Agency.

#### A Danger Zone.

Peking, Yesterday. It is reliably reported that Han Fu-chu's troops have evacuated Yuchang and withdrawn southward of the Yellow River. The Central Government railway corps removed part of the Yellow River bridge after the withdrawal.

The American Consular authorities at Nanking have advised their nationals that the district northward between Pukow and Hsuehchow is a danger zone, and have suggested that women and children, and as many men as possible, take their summer vacations earlier than usual.

They have also declared Kuling to be unsafe as a summer resort.

#### Ironsides' Success.

Shanghai, Yesterday. General Chang Fat-kwai's "Ironsides" are reported to have defeated the Nationalists under General Ho Chien and are expected to enter Changsha at any moment.

All British citizens have been removed from the banks to the island.

Admiral Waistell, aboard H.M.S. Bee, is leaving for Changsha.—Reuter.

### Ten Years Ago

[From the "China Mail" June 5, 1920.]

To-day's dollar is worth 4/- 3/4d.

Repulse Bay has many attractions for the visitors to-day when flying exhibitions will be given by the enterprising Macao Aerial Transport Co., under the able direction of Capt. Ricou.

Many Chinese ladies and gentlemen will be taken up as passengers. His Excellency the Governor will also go up for half an hour.

The exhibition will continue until to-morrow afternoon.



## SKINNED ALIVE.

## Youth's Way of Killing a Duck.

## A GIGGLING CROWD.

How a Chinese ruthlessly skinned a duck alive was told to the Kowloon Magistrate this morning by Sanitary Inspector Raylance, when an assistant stall fohi of the Kun Chung Market was charged with gross cruelty.

Defendant pleaded: "The bird was dying. I tried to cut its throat, but I could not do that properly, so I cut down its back."

## Fell On Its Back.

Sanitary Inspector Raylance said: "At 11.15 a.m. yesterday I saw a crowd of Chinese laughing and giggling on the footpath outside the Kun Chung Market, Shanghai Street. I saw the defendant with his feet on the back of the duck's neck, with a woman holding its wings, and he was skinning it alive. It died soon after. I looked to see if the throat had been cut, but it had not."

## Too Old For Caning.

His Worship remarked that the defendant's excuse might have been a good one, but he could not understand why it was that he was in such a hurry to do it. He added that the defendant being 16 years of age, was too old for a beating, otherwise he would certainly have ordered a caning.

Inspector Marks intimated that defendant was on \$25 bail.

His Worship: (to defendant): What was the duck going to be used for?

Defendant (pertly): I wanted to eat it!

His Worship: You will be fined \$50 or one month's hard labour.

## WATER SUPPLY.

## Less Storage on the Island.

## HIGHER CONSUMPTION.

The total storage in the island reservoirs on Monday, June 2, amounted to 601.17 million gallons, showing a decrease of 25.02 million gallons during the past week. The amount collected from streams was 15.28 million gallons. The week's consumption amounted to 67.07 million gallons which included 23.77 million gallons from the Shing Mun supply.

## Position in Kowloon.

The total storage in the mainland reservoirs on Monday, June 2, amounted to 293.48 million gallons, showing a decrease of 30.81 million gallons during the past week.

The week's consumption amounted to 31.57 million gallons, not including Hong Kong supplies and 2.21 million gallons supplied to water boats at Lanchowik.

The yield from the Shing Mun River and streams during the week was 26.74 million gallons.

## Storage.

The following shows the amount in storage (million gallons) on the dates named:

1929	Hong Kong Mainland	
Apr. 22	326.38	136.81
May 6	311.72	121.65
June 3	237.90	87.96
17	192.75	80.51
July 8	157.79	105.52
Aug. 5	125.91	438.58
Sept. 2	1,078.37	438.58
Oct. 7	1,880.13	514.98
Nov. 4	1,690.58	514.94
Dec. 2	1,514.80	495.54
1930		
Jan. 6	1,279.77	458.50
13	1,255.50	450.51
20	1,158.37	438.58
27	1,145.65	432.88
Feb. 3	1,097.85	430.14
10	1,054.18	424.30
17	1,011.11	419.80
24	954.42	406.65
Mar. 3	915.10	392.04
10	872.86	388.88
17	826.17	376.50
24	792.10	370.37
31	771.69	420.65
Apr. 7	744.71	428.96
14	709.37	410.77
21	671.18	395.68
28	644.57	388.41
May 5	608.86	366.90
12	654.57	364.08
19	640.04	346.16
26	626.19	324.29
June 2	601.17	293.48

\* Lowest for 1929 in Kowloon.

† Lowest for 1929 in Island.

## Consumption.

The following figures show the weekly consumption (million gallons) on the dates mentioned:—

1929	Hong Kong Mainland	
Apr. 22	37.66	30.76
May 6	33.03	27.17
June 3	27.48	24.86
17	27.14	24.86
July 8	27.21	20.71
22	25.82	20.28
Aug. 5	31.85	21.77
Sept. 2	50.85	27.62
9	53.41	28.87
Oct. 7	54.90	26.70
Nov. 4	54.22	26.81
Dec. 2	46.90	26.64
1930		
Jan. 6	46.91	26.83
13	45.60	24.17
20	47.10	25.47
27	47.10	25.21
Feb. 3	50.75	23.74
10	44.71	23.71
17	45.11	24.55
24	48.09	20.22
Mar. 3	48.37	26.88
10	40.71	24.89
17	47.82	26.40
24	48.34	20.23
31	50.45	25.04

(Continued at foot of next column.)

## NAVY IN INDIA.

## British Forces Not Being Strengthened.

## MALTA'S NAVAL BASE.

Rugby, Yesterday. Mr. A. V. Alexander, First Lord of the Admiralty, stated in the House of Commons in reply to a question that the British naval forces in Indian waters had not been recently strengthened and no cruisers had been ordered from the Mediterranean to India.

Mr. Alexander stated that no changes were contemplated in respect of the status of Malta as a naval base.—British Wireless Service.

## CLASH WITH THE POPE.

(Continued from Page 1.)

to investigate. In a document dated February 12 of this year, expressing the grateful appreciation of the British Government's intention to negotiate a concordat with the Vatican, Lord Strickland and the Maltese Ministers agreed to pledge themselves to restrain supporters from provocative utterances during the elections then approaching. The Vatican, however, refused to give in return instructions to Maltese clergy to abstain during the elections from active participation in local politics, and declared that the negotiations for the concordat were not possible while Lord Strickland remained in power. Despatches from Sir John DuCane.



Pope Pius XI.

Governor of Malta, to Lord Passfield, Colonial Secretary, during April and May, stated that many changes had occurred in which priests had asked penitents in confessional whether they intended to vote for the constitutional party and, if their answer was in the affirmative, had refused them absolution. Specific examples of the refusal of absolution were cited, while a pastoral letter of the Bishops of Malta and Gozo declared it a grave sin to vote for Lord Strickland and his candidates. An emphatic protest against this pastoral letter was lodged by the British Government with the Vatican and the resumption of negotiations was made conditional upon its withdrawal and the order that complete freedom to exercise their political judgement be restored to the electorate of the Colony.

## Pope's Interference.

The Holy See rejected this condition. The concluding paragraph of the statement handed to the Cardinals' Secretary a few days ago by the British representative at the Holy See regretted that the Vatican had not appreciated the necessity of taking practical measures to implement its announcement of willingness to do all in its power to restore public tranquillity, and continues, "Instead of this, the Holy See have now refused to take as far as concerns them steps necessary for the restoration of normal political life in Malta, whilst before that they had promised negotiations for defining the relations between the Church and State in the islands, and had finally rendered this impossible by attaching a condition as to the personality of the head of the Maltese Administration which constituted interference in the domestic politics of the British Colony."—British Wireless Service.

Apr. 7 ..... 49.63 25.13  
" 14 ..... 58.57 20.89  
" 21 ..... 55.64 20.62  
" 28 ..... 53.68 22.54  
May 5 ..... 69.88 29.79  
" 12 ..... 61.77 25.10  
" 19 ..... 62.97 30.24  
" 26 ..... 65.14 30.90  
June 2 ..... 67.07 31.57  
\* Highest in Kowloon during period of publication of weekly reports.  
† Lowest in Kowloon recorded in 1929.  
‡ Lowest in Island in 1929.  
§ Including first supply from Shing Mun.

## ROUND THE CINEMAS.

## Harry Richman and Broadway.

## "PUTTIN' ON THE RITZ."

George M. Cohan once observed that "when you're away from Broadway, you're just camping out."

And Harry Richman, one of Broadway's favourite sons, would like to point out that Mr. Cohan was misinformed.

The several months Richman spent in Hollywood during the filming of "Puttin' on the Ritz," the United Artists all-dialogue musical extravaganza now on the screen at the Queen's Theatre, made the famous singer a Californian of the most virulent sort.

Although Richman lived in Los Angeles for a short time some years ago, he never really became converted to the west until his last trip, and regrets that contracts and eastern interests forced him to return to New York.

"As far as Broadway is concerned," Richman says, "there are more Broadway boys in Hollywood now than there are around Times Square. All of them are wearing knickers and berets and joining golf clubs, and I'd be willing to bet that nine-tenths of them never go back."

"And as far as Cohan's crack about being away from Broadway is concerned, he lives out on Long Island himself and doesn't come into the city very often."

"Puttin' on the Ritz," featuring a number of melodies written especially for the picture by Irving Berlin, is the most elaborate musical production United Artists has released.

It features a large cast of prominent players, including Joan Bennett, Aileen Pringle, James Gleason, Lilyan Tashman, Richard Tucker, Purnell Pratt, and Eddie Kane.

## CHINESE COIN BELT.

Eighty-three Chinese coins, of various denominations, were perforated and rivetted to a leather belt as an atmospheric article for the decoration of a set in Metro-Goldwyn-Mayer's jazz-mad drama, "Our Modern Maidens," playing to-morrow at the Queen's Theatre, as a sound synchronized production, with Joan Crawford in the starring role. The original money amounted to approximately \$135 in American exchange. The belt was closely guarded during the filming of the sequence for many of the coins are now extinct and would make rare pieces for seekers of quaint coins.

## COLLEEN MOORE.

## In "Twinkletoes" At The Majestic.

A throng of strange, colourful characters from the pages of one Thomas Burke's most famous Limehouse stories appears with Colleen Moore in "Twinkletoes" her latest production, which is being screened at the Majestic Theatre, Kowloon, to-day.

Hindus, Malays, Lascars and Cockney costermongers; exotic holy men and thieves and thugs; dregs of London and fotsam of the seven seas, plying curious trades and pursuits in the narrow, crooked streets along the Limehouse water front are shown.

There are hundreds of picturesque characters whose names as actors do not appear on the screen, but in roles no less colourful than the noted players of Miss Moore's supporting cast.

Opposite her as the leading man is Kenneth Harlan as the champion pugilist of London. Gladys Brockwell plays one of those warped, passionate creature of the slums. Warner Oland is suave and oily as the Quayside Theatre manager. Tully Marshall, as "Old Pot and Pan," Julianne Johnston, as a dancer; Lucian Littlefield, as a wonderful old tippler; giant John Kolb, as a longshoreman, round out the cast.

Colleen herself appears in golden curls instead of her familiar Dutch bob, as the story calls for a blonde heroine. Her role is as different as her appearance, but both changes are pleasing, and she is more charming than ever as the little dancer of the Limehouse music hall.

The dangers that surround her and grow as the plot rises swiftly to a climax are the more thrilling and the pathos more poignant because of her lovable character.

However, there is a happy ending and a sprinkling of bright comedy throughout, which leaves the audience in a comfortable frame of mind. But no one will forget the picture. It is one of those rare ones that make a definite impression through strong plot, colourful characters, and a wonderfully picturesque background.

"Twinkletoes" was produced for First National by John McMeek and directed by Charles Brabin. Critics called it Colleen's greatest role.

## LORD PRIVY SEAL.

## Mr. Hartshorn Succeeds Mr. J. H. Thomas.

## PREMIER'S LIEUTENANT.

London, Yesterday. The Rt. Hon. Mr. Vernon Hartshorn (Lab., Glamorgan), has accepted Mr. Ramsay MacDonald's invitation to become Lord Privy Seal in place of Mr. J. H. Thomas.



Mr. V. Hartshorn.

Mr. Hartshorn will be Mr. MacDonald's first lieutenant in the campaign against unemployment, but the position will not be the same as Mr. Thomas's, as a Committee of Ministers will be collectively responsible for the Government's unemployment policy, though Mr. Hartshorn will answer questions in the House of Commons.—Leader.

## RADIO.

TO-DAY'S PROGRAMME. The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

6-6.30 p.m.—Children's Programme.  
6.30 p.m.—"Gertie," Mignon, Milna Symphony Orchestra.  
6.39 p.m.—"Song of Thanksgiving," "Love the Deeper."  
6.47 p.m.—Doris Vane (Soprano).  
6.47 p.m.—"When a Woman Loves a Man," "Puttin' on the Ritz," Columbia Recording Orchestra.  
6.53 p.m.—"There's Danger in Your Eyes," "With You," Royal Canadian Orchestra.  
7 p.m.—"How to Listen to Music" (Columbia Lecture Record)—Dr. Percy Buck.  
7.17 p.m.—"Scherzando," Suite Symphonie, Conservatoire Orchestra, Paris.  
7.50 p.m.—"Isolante," Vocal Gems, Columbia Light Opera Co.  
8 p.m.—Chinese Programme.  
10.30 p.m.—Close Down.

## FLIGHT TO CANADA.

## To Be Undertaken by R.100 This Month.

Rugby, Yesterday. The Under-Secretary for Air, Mr. F. Montague, announced that it was hoped that the airship R.100 would be ready for the flight to Canada toward the end of this month or the beginning of July.—British Wireless Service.

## CHINA ENTERTAINMENT &amp; LAND INVESTMENT COMPANY LIMITED.

## ISSUE OF 23,636 FULLY PAID UP SHARES OF \$10.00 EACH.

THE SUBSCRIPTION LIST IS NOW OPEN AND WILL CLOSE ON OR BEFORE WEDNESDAY, JUNE 11th, 1930.

The primary object in floating the Company was to establish, maintain and operate a first class and up-to-date cinema theatre in Hong Kong.

It is also intended in due course, should conditions warrant it, to operate cinema theatres in Kowloon, Canton, Shanghai and elsewhere in China.

The Company has acquired the valuable site situated in the heart of the city known as Inland Lot No. 16, formerly the property of the Hong Kong Club, afterwards occupied by the CORONET THEATRE and by the YEE SANG FAT BUILDING fronting Queen's Road Central, Wyndham and D'Agullar Streets.

Apart from an imposing entrance hall with a main frontage on Queen's Road it is proposed to utilise the site for modern shops and stores on the ground floor with office accommodation and/or restaurants properly equipped with all modern conveniences.

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## HONG KONG TELEPHONE CO., LTD.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 30th June, 1930, both days inclusive.

Dated this 22nd day of May, 1930.

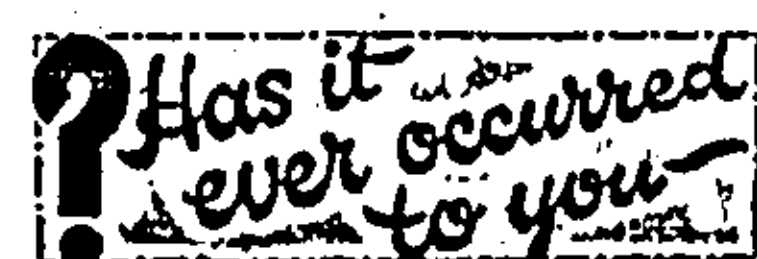
By Order of the Board.  
W. L. MCKENZIE,  
Secretary.

## PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders will be held at the Hong Kong Hotel, Hong Kong, on SATURDAY, the 14th June, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 9th day of June, to SATURDAY, the 14th day of June, 1930, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.  
Hong Kong, 4th June, 1930.



## WHY WE DRINK "TOASTS."

WE take it as a matter of course to drink the "toast" of the bride and bridegroom at a wedding feast or of the principal guest at a public banquet. But how many know why this particular tribute is called a toast. How many remember that, in Stuart days, it was the practice to drop a piece of toast into the wine before drinking in order to improve its flavour.

The custom of drinking to a person's health goes back to much earlier times. It is probably a survival, in another form, of the ancient religious rite of the Greeks and Romans who used to drink to the gods and to the dead. Later it became general to drink to the health of the ladies. Thus we read in the works of the well-known Latin authors such phrases as "Bene vos, bene amice nostrae" (Here's to you, etc.).

Likewise did the Norsemen drink to their gods, Thor, Odin, and Freya, and to their kings. The story is told how Hengist invited King Vortigern to a banquet to see his wonderful new levees. At the end of the meal, Rowena, the beautiful daughter of Hengist, entered with a golden cup, filled to the brim with wine, and said "Lauder Kyning, wass hell" (Lord King, your health). The king then drank, and replied, "Drinc hell" (Here's to you!).

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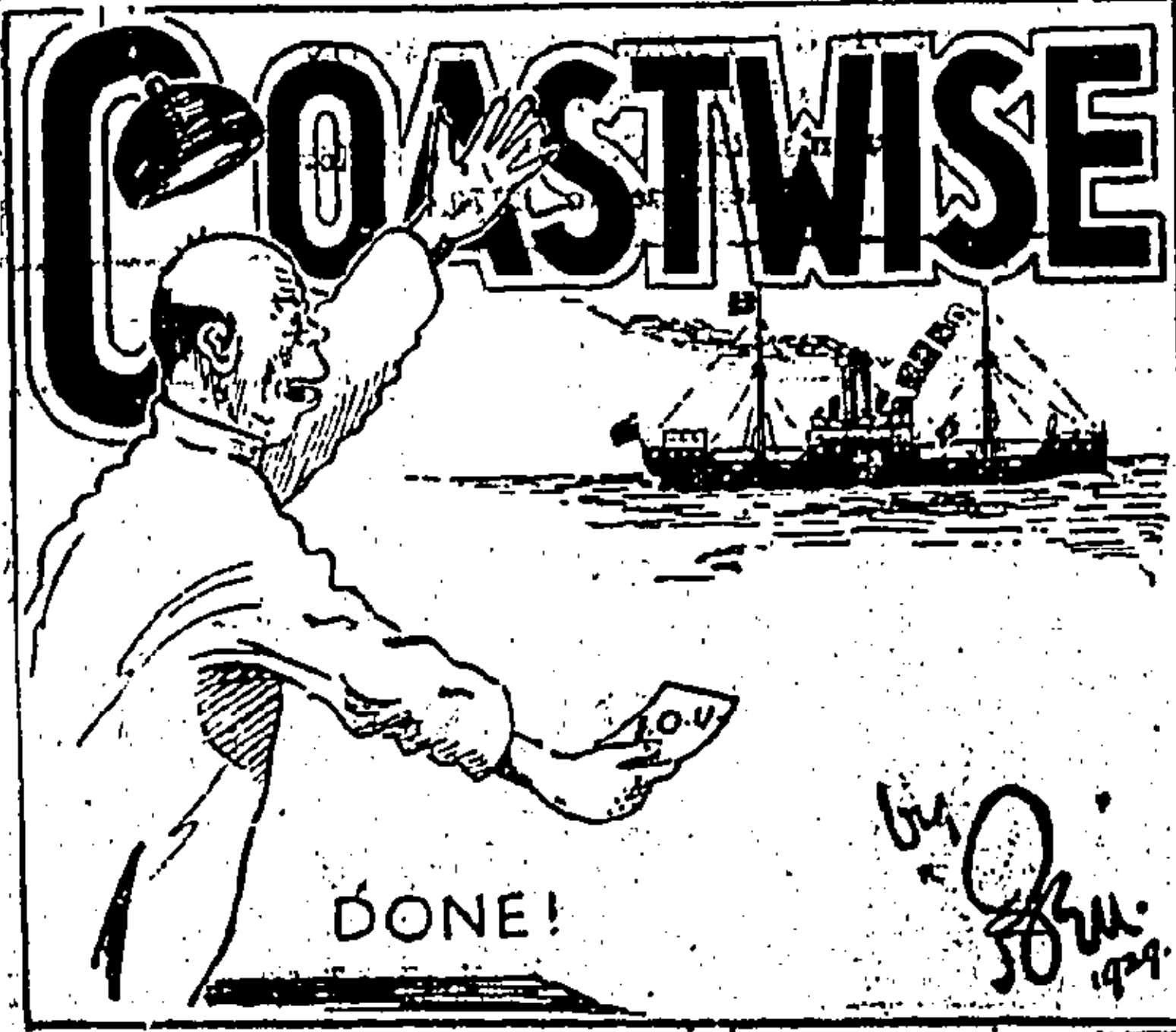
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## Sport Columns

### LEAGUE TENNIS.

Chinese Recreation Club's Successes.

FOUR MATCHES POSTPONED.

University Lose by Odd Set.

Four of the eleven matches down for decision yesterday were postponed on account of the previous rain. All these matches were in the "B" division. The Chinese Recreation Club won their two matches without the loss of a set. Their victims were the German Tennis Club in the "C" division and the Ladies' Recreation Club in the Mixed Doubles.

The R. E. S. C. were just able to beat the University in the "B" division at Pokfulam by five sets to four in a thrilling battle for the supremacy.

### FULL RESULTS.

#### "B" DIVISION.

UNIVERSITY v. R.E.S.C.

Playing at Pokfulam, the visitors won by the odd set. The scores were:—  
Forster and D. K. Samy (Varsity) lost to Col. Wyatt and Capt. de Linde 4-6  
lost to Major Kerich and S/M. Atkinson 1-6  
beat Major Tosh and Sergt. Palmer 6-0

T. K. Lien and F. Y. Khoo (Varsity) lost to Col. Wyatt and Capt. de Linde 4-6  
lost to Major Kerich and S/M. Atkinson 6-4  
beat Major Tosh and Sergt. Palmer 6-1

P. P. Khoo and G. E. Yeeh (Varsity) lost to Col. Wyatt and Capt. de Linde 4-6  
lost to Major Kerich and S/M. Atkinson 6-4  
beat Major Tosh and Sergt. Palmer 6-1

HONG KONG C.C. v. U.S.R.C.  
The Hong Kong Cricket Club on their own ground, defeated the United Services Recreation Club by seven sets to two. The scores were:—  
Humphreys and Wild (H.K.C.C.) beat Lt. Anderson and E. Grimble 8-6  
beat Capt. Etherington and Capt. Vedder 10-8  
beat Major Caddell and Lt. Cape 6-3

Bennett and Ride (H.K.C.C.) lost to Lt. Anderson and E. Grimble 2-6  
beat Capt. Etherington and Capt. Vedder 7-5  
beat Major Caddell and Lt. Cape 6-3

Summers and Barton (H.K.C.C.) lost to Lt. Anderson and E. Grimble 4-6  
beat Capt. Etherington and Capt. Vedder 6-4  
beat Major Caddell and Lt. Cape 6-3

C.S.C.C. v. S.C.A.A.  
Playing on their own ground, the Civil Service Cricket Club were defeated by six sets to three, the scores being:—  
J. Barrow and D. M. McDougall (C.S.C.C.) lost to O. K. Lam and S. W. Wong 5-7  
lost to C. S. Chan and Y. W. Lee 4-6  
beat See-to Bok and C. Y. Tso 5-4

J. A. Benda and F. Bradley (C.S.C.C.) beat O. K. Lam and S. W. Wong 6-3  
lost to C. S. Chan and Y. W. Lee 4-6  
beat See-to Bok and C. Y. Tso 8-0

R. K. Valentine and T. Armstrong (C.S.C.C.) lost to O. K. Lam and S. W. Wong 4-6  
lost to C. S. Chan and Y. W. Lee 4-6  
lost to See-to Bok and C. Y. Tso 2-6

"C" DIVISION.  
CHINESE R.C. v. GERMAN T.C.  
Playing away, the German Tennis Club were easily defeated by nine sets to nil. The scores were:—  
K. K. Ip and P. F. Tsai (C.R.C.) beat Schmidt and Precht 6-0  
beat May and Neidt 5-1  
beat Schmidt and Schroter 8-1

Y. M. Mow and M. K. Lau (C.R.C.) beat Schmidt and Precht 6-4  
beat May and Neidt 5-2  
beat Schmidt and Schroter 8-1

L. F. Hon and S. W. Leung (C.R.C.) beat Schmidt and Precht 8-0  
beat May and Neidt 5-2  
beat Schmidt and Schroter 8-3

HONG KONG C.C. v. K.C.C.  
Entertaining the Kowloon Cricket Club, the Hong Kong Cricket Club won by seven sets to two, the scores being:—  
Direct and Bradley (H.K.C.C.) beat Brown and Burnett 6-3  
beat Jackson and Chubb 5-1  
beat McKay and Hedley 7-5

Parker and Bloch (H.K.C.C.) beat Brown and Burnett 6-3  
beat Jackson and Chubb 5-1  
beat McKay and Hedley 6-3

Gordon and Henry (H.K.C.C.) lost to Brown and Burnett 10-12  
lost to Jackson and Chubb 3-6  
beat McKay and Hedley 6-4

KOWLOON I.T.C. v. RECREIO.  
Playing on their own ground, the Kowloon Indian Tennis Club lost to the Club de Recreio by 9 sets to nil.  
Dr. Lad and Firdos Khan (K.I.T.C.) lost to L. Rocha and G. Noronha 2-6  
Noronha beat A. Remedios and L. Ribeiro 2-6  
lost to M. Oliveira and J. Xavier 2-6

Feroz Ali and Mahan Singh (K.I.T.C.) lost to L. Rocha and G. Noronha 0-6  
lost to A. Remedios and L. Ribeiro 2-6  
lost to M. Oliveira and J. Xavier 6-8

Jehan Dad and Jghal Singh (K.I.T.C.) lost to L. Rocha and G. Noronha 0-6  
lost to A. Remedios and L. Ribeiro 0-6  
lost to M. Oliveira and J. Xavier 2-6

MIXED DOUBLES.  
CHINESE R.C. v. LADIES' R.C.  
The Chinese Recreation Club defeated the Ladies' Recreation Club at Causeway Bay by nine sets to nil. The scores were:—  
Mrs. Chiu and H. Lo (C.R.C.) beat Mrs. Blaise and H. Nijhoff 6-3  
beat Mrs. Fischer and H. J. Armstrong 10-8  
beat Miss Rudge and T. C. Monaghan 6-0

Miss Enid Lo and M. W. Lo (C.R.C.) beat Mrs. Blaise and H. Nijhoff 6-2  
beat Mrs. Fischer and H. J. Armstrong 6-3  
beat Miss Rudge and T. C. Monaghan 6-4

Miss Gertie Lo and M. K. Lo (C.R.C.) beat Mrs. Blaise and H. Nijhoff 6-3  
beat Mrs. Fischer and H. J. Armstrong 6-4  
beat Miss Rudge and T. C. Monaghan 6-4

LEAGUE TABLES.  
The positions of the teams up to date are:—  
"A" Division.  
Indian R.C. 2 2 0 2  
Chinese R.C. 2 2 0 2  
Kowloon C.C. 1 1 0 1  
Hong Kong C.C. 3 1 2 1  
South China A.A. 4 1 3 1  
M.B.K. 2 0 2 0

"B" Division.  
Chinese R.C. 7 7 0 7  
Indian R.C. 6 6 0 6  
Club de Recreio 6 4 1 1  
R.E. Sports Club 6 4 2 4  
Craigengower C.C. 4 3 1 3  
Kowloon C.C. 6 3 2 3  
Hong Kong C.C. 6 3 3 3  
M.B.K. 4 2 2 2  
United Services R.C. 6 2 4 2  
Civil Service C.C. 6 2 6 2  
South China A.A. 4 1 3 1  
Nippon Club 6 1 5 1  
University 7 1 6 1  
Europenn Y.M.C.A. 6 0 6 0

"C" Division.  
Chinese R.C. 7 7 0 7  
Hong Kong C.C. 6 6 2 6  
University 6 5 1 5  
Club de Recreio 6 4 1 1  
Indian R.C. 6 3 0 3  
South China A.A. 6 3 2 3  
Nippon Club 4 2 2 2  
Stewart C. E. Roza Pereira 4 2 2 2  
Gittins and Laing 5 1 1 1  
R.A. Ribbana, Oliver Forrester, Cavanagh, Gorst, Lewis and Palmer 1 0 1 1  
In the Second Division match between the Somersets and the University, the former won by two to nil, the respective teams being:—  
Somersets—Skinner, B. Morris, Ballan, Fox, Morris, Hill and Seymour.  
University—Tang, Ip, Chan, Cheung, Khoo, Lee and Loh.

## THE TOURISTS AT LORD'S.

ADVANTAGE GAINED.

HORNIBROOK'S SPLENDID BOWLING.

London, Yesterday. The Australians to-day entered on their twelfth match of the tour against Middlesex at Lord's. The home county won the toss, and Nigel Haig decided to bat. P. M. Hornibrook proved in fine form, and had the metropolitan cricketers early in distress. Middlesex, who have not shown their real form yet, were dismissed for the paltry score of 103. Hornibrook had the splendid analysis of 7-42.

It is good to see that the Queenslander is enjoying such success on English wickets, as it will allow C. V. Grimmett a rest from the arduous labour of days upon days of bowling. The following is a list of some of Hornibrook's most praiseworthy efforts this season:—  
6-11 v. Essex.  
5-38 v. Lancashire.  
6-61  
6-82 v. Derbyshire.  
7-42 v. Middlesex.

At the close of play the Australians held an advantage of 25 with six wickets outstanding.

Scores:—  
Middlesex: 103 (P. M. Hornibrook 7-42).  
Australians: 128-4.  
—Reuter.

## Our Sports Diary

### LOCAL

Lawn Tennis—Saturday—  
"A" Division—H.K.C.C. v. I.R.C. C.R.C. v. M.B.K. S.C.A.A. v. K.C.C.; "B" Division—M.B.K. v. K.C.C. Recreio v. I.R.C. R.E.S.C. v. C.R.C. Nippon Club v. University T.C. H.K.C.C. v. Y.M.C.A. U.S.R.C. v. S.C.A.A. C.S.C.C. v. C.C.C. "C" Division—C.R.C. v. University T.C. Recreio v. German T.C. Filipino Club v. I.R.C. Lawn Bowls—Saturday—  
1st Division—Kowloon Docks R.C. v. Taikeo R.C. Craigenkower C.C. v. C.S.C.C. Kowloon B.G.C. v. Police R.C. Kowloon C.C. v. Recreio. 2nd Division—Recreio v. H.K. Electric R.C. Taikeo R.C. v. K.C.C. C.S.C.C. v. Kowloon B.G.C. Royal H.K.Y.C. v. C.C.C.

Football—To-day—Football Referees' Association, 5:30 p.m.

June 30—Annual Meeting of Football Association.

Water Polo—Friday—Division I—Kowloon S.C. v. Chinese Athletic; Division II—Fukien Club v. V.R.C.

Racing—Saturday and Monday—Sixth Extra Race Meeting.

Golf—Saturday and Sunday—Captain's Cup, Whiteantide.

HOME  
Racing—To-day—Coronation Cup, Epsom.

June 5—Coronation Cup, Epsom.

June 6—The Oaks, Epsom.

June 18—Royal Hunt Cup, Ascot.

June 19—Gold Cup, Ascot.

Cricket—To-day—Middlesex v. Australians.

June 13-17—First Test Match.

June 27-30—Second Test Match.

Golf—June 16-21—Open Championship, Hoylake.

## WATER POLO.

V.R.C. Outclass the Artillery.

### AN EASY VICTORY.

The V.R.C. simply walked away with their first Division Water Polo match last night, beating the Royal Artillery by 8 goals to nil. Roza Pereira put on three goals in the first half, and almost immediately after the resumption Laing added a fourth, adding yet another within a few minutes. Gittins added the sixth, and Laing brought the total to eight.

The Artillery were outclassed, but struggled pluckily against more experienced opponents.

The teams were:—  
V.R.C.—Lyon, Weil, Soares, Stewart, C. E. Roza Pereira, Gittins and Laing.

R.A.—Ribbana, Oliver Forrester, Cavanagh, Gorst, Lewis and Palmer.

In the Second Division match between the Somersets and the University, the former won by two to nil, the respective teams being:—  
Somersets—Skinner, B. Morris, Ballan, Fox, Morris, Hill and Seymour.  
University—Tang, Ip, Chan, Cheung, Khoo, Lee and Loh.

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### LAWN BOWLS.

#### Friendly Match Results in a Tie.

Playing a friendly lawn bowls match yesterday, the K.C.C. and the Sports Club tied—46 all.  
Scores:—  
K.C.C. Sports Club.  
P. Goodwin P. A. Dixon  
C. J. Tacchi S. Jordan  
J. C. Lyle Hon. W. T.  
A. E. Silkstone B. W. Bradbury  
(Skip) ..... 20 (Skip) ..... 23  
C. Burford W. Langenstrasse  
R. E. Lindsell E. Abraham  
A. Hyde Lay C. S. Rosset  
J. Fraser L. J. Blackburn  
(Skip) ..... 26 (Skip) ..... 23  
46 46

### STEEL SHAFTS.

#### Device Which Prevents the "Sting."

Golfers who have tried the steel-shafted iron have found that a topped shot stings the hands, and, especially on a cold day, that the jar is severe, said C. B. Macfarlane in a Home paper during mail week. This used to happen also in the days of the solid gutta ball.  
An attempt to overcome it has been made by an American who has invented a rubber cushion which is fitted into the socket of the iron.  
The cushion and the shaft are pressed in by a special machine, and after they have been forced home the socket is crimped over to exclude the air, thereby allowing the rubber to preserve its elasticity.  
I have tried these clubs, and must confess that they minimise the jar and also eliminate to a large extent the somewhat harsh feel of the steel shafted iron which is fitted either direct into the socket or let into a socket of wood.  
Discovered in a Foundry.  
This improvement was discovered in a simple way. In a large steel foundry, where the workmen were always on the tap tap tap with steel hammers, it was found that their wrist muscles lost their "kick."  
To combat this a rubber cushion was let into the hammer-head where the shaft joins, and at once the jar lessened and the workers' efficiency improved.  
I hear that there is to be placed on the British market shortly a steel shaft which has all the torsion of hickory and which has practically eliminated the jar on the wrists when the ball is hit off the toe of the club.  
I have not been able to test this new idea yet. It has been legalised in America where it would not have been sanctioned had there been the slightest suspicion that this type of shaft would drive further than hickory.  
Horton Smith, the American who last winter in the sunshine at Florida won all the big competitions, is a great advocate of steel shafts. When he went to Britain last year to play in the Ryder Cup match, he had to use hickory, of course, as steel shafts were not legal over there then.

### FOOTBALL.

#### The Man with the Whistle.

It is so easy to criticise after the event, and yet many people still fail to appreciate the responsibility, courage, and immediate decision which a referee is called upon to undertake.  
So declared Mr. T. Crew (Leicester), the referee for the F.A. Cup Final, in an interview, in which he outlined the difficulties that beset "the man with whistle."  
"To referee in first-class football to-day," he said, "requires not only physical fitness, but the power of self-control and mental efficiency. The spectator has a moment or two to decide only point of view, whereas the referee, from all angles, according to his position on the field of play, has to give a decision in a flash."  
"Furthermore, owing to the gradual training in all the phases of

football, the referee is trained to note the finer points of the game much quicker and more effectively than the average spectator."

"A sense of balance, a keen observation, the power of tact and discretion all attribute to the efficiency of a qualified referee, yet those who decry this official in all sorts of 'gymnastic language' fail to realise their own mistakes and lack of knowledge of the fundamental laws."

"The referee is the final arbiter on the game, and his decision should be respected in a sportsmanlike way by even the spectators 'playing the game.'"

"Questions of off-side, penalties, and other infringements are merely a matter of circumstance and personal opinion. Difference on these points does not necessarily suggest weakness on the part of the referee, but I am quite ready to admit that on the question of the control of the game referees can be fairly criticised."

"I would appeal to the man in the crowd to understand that 'the man with the whistle' gives a conscientious decision from his point of view, and as such should be respected."

### TRAFFIC IN FEMALES.

Nanking, May 31.  
Mr. Wu Kai-sheng, Director in the office of the Chinese Delegation, Geneva, reports to-day that the League Commission investigating traffic in women and children will leave for China in September. — Canton News Agency.



### Back At Work.

After Fever, Influenza Or  
Other Illness Take  
Dr. Williams' Pink Pills.

They Quickly Build You Up.

People who have suffered from an attack of influenza, malaria, or other weakening disease, usually need a tonic to build up the blood, to revitalise the nerves, and to repair the damage done to the system. Such supporting treatment assists nature, shortens convalescence, and often saves weeks and months of lingering ill-health. Read this American business man's evidence of the great value of Dr. Williams' Pink Pills, the world's most famous Blood and Nerve Tonic, under such circumstances:—

"Following an attack of grip last fall," says Mr. Donald Donovan, No. 1, Woodside Street, Salem, Mass., "I was unable to get regular sleep and my system was about exhausted. My blood was thin, I lost fifteen pounds in weight, my appetite was poor, I had no strength and I was subject to chills. My father-in-law insisted on my trying Dr. Williams' Pink Pills and after I had used two bottles I noticed improvement. I continued the treatment and recovered appetite, strength and weight. I am working every day now and can recommend Dr. Williams' Pink Pills highly as a system building tonic."

Dr. Williams' Pink Pills are equally good for old and young. They are a proved remedy for anemic conditions, digestive weakness, lost vitality in both sexes, also for those ailments only women know. Your chemist sells them but be sure and see you get the genuine; imitations and substitutes have never cured anybody.

### PROMOTION FOR MR. G. P. DE MARTIN.

#### ACTING DIRECTOR OF EDUCATION.

#### MR. RALPHS' SUCCESSOR.

It is learned that Mr. G. P. de Martin, M.B.E., Inspector of English Schools in Hong Kong, has been appointed Acting Director of Education, in succession to Mr. E. Ralphs, who leaves for Australia, en route to Home upon his retirement.

Mr. de Martin is a B.A. of Trinity College, Dublin, and has been connected with the Hong Kong Education Department since 1904. He became Senior Assistant Master at Queen's College in 1910, and in 1913-14 was Acting Inspector of English Schools.

In September of 1920 was appointed Headmaster of Yau-mai School, and in 1924 succeeded Mr. Ralphs as Inspector of English Schools, which post he has held since.

### BIG FIRE.

#### National Bank of India's Building.

#### SHOPS ALSO DESTROYED.

Delhi, Yesterday.  
Fire last night destroyed the National Bank of India building, and a number of adjoining shops in Chaudhichowk, the biggest trading centre of the city.

The cause of the blaze is unknown.

The National Bank of India was merely a rented building, and therefore the loss is not theirs. The strong room is absolutely intact. — Reuter.

### EXCHANGES

#### TO-DAY'S QUOTATIONS

[All Rates Nominal.]

On London—

Bank, wire ..... 1/2 %  
Bank, on demand ..... 1/2 %  
Bank, 4 months' sight 1/2 %  
Credits, 4 months' sight ..... 1/3 %  
Documentary, 4 months' sight ..... 1/3 %  
On Paris—  
On demand ..... 75 1/2  
Credits, 4 months' sight ..... 83 1/2  
On Berlin—  
On demand ..... 29 3/4  
Credits, 60 days' sight ..... 31 1/4  
On Bombay—  
Wire ..... 82  
On demand ..... 82  
On Calcutta—  
Wire ..... 82  
On demand ..... 82  
On Singapore—  
On demand ..... 52 1/2  
On Manila—  
On demand ..... 59 1/2  
On Shanghai—  
On demand ..... Taels 80  
Dollar ..... 9% dis.  
On Yokohama—  
On demand ..... 59 1/2  
Silver (per oz.) ..... 15 13/16  
Bar Silver in Hong Kong ..... 1/4 prem. nom.  
Copper Cash ..... Nominal.  
Copper Cents ..... 3% prem.  
Rate of Native Interest ..... 4% p.a.  
Chinese Sub. Coin ..... 24% dis.  
Hong Kong Sub. Coin 1/4% dis.

### LONDON EXCHANGES

Rugby, Yesterday.  
Paris ..... 123.92  
New York ..... 4.85 27/82  
Brussels ..... 34.815  
Geneva ..... 25.125  
Amsterdam ..... 12.08 3/4  
Milan ..... 92.73  
Berlin ..... 20.86  
Stockholm ..... 18.10  
Copenhagen ..... 18.16  
Oslo ..... 18.155  
Vienna ..... 34.445  
Prague ..... 163%

### HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 5th June, 1930.

STOCK	Buyers	Sellers	Sales	Open	Close	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	1545	1540	...	Dec.	Final 24 s/c 1929	Feb. 24, 30
Chartered Bank	...	...	17 1/2	Dec.	Final 77 s/c 1929	Apr. 2, 30
Mercantile Bk., Ltd.	...	...	...	Dec.	Final 100 s/c 1929	Apr. — 30
Bank of Asia	121	...	...	Dec.	Final 100 s/c 1929	Feb. 28, 30
<b>Insurance.</b>						
Canton Ins.	...	...	950	Dec.	Final 27 s/c 1929	May 16, 30
Union Ins.	478	...	...	Dec.	Final 100 s/c 1929	May 30, 30
China Underwriters	...	3.15	...	Dec.	Final 100 s/c 1929	May 30, 30
China Fire Ins.	100	...	...	Dec.	Final 100 s/c 1929	May 30, 30
H. K. Fire Ins.	155	...	...	Dec.	Final 100 s/c 1929	Mar. 31, 30
<b>Shipping.</b>						
Harland & Wolff	33	...	...	Dec.	Final 100 s/c 1929	Mar. 4, 30
H. K. Steamships	26	...	...	Dec.	Final 100 s/c 1929	June 19, 29
Indo-China (Prel.)	...	...	...	Dec.	Final 100 s/c 1929	Jan. 6, 30
Shell Transports	...	...	33 3/4	Dec.	Final 100 s/c 1929	Mar. 10, 30
Union Waterways	...	...	39	Dec.	Final 100 s/c 1929	Mar. 10, 30
<b>Mining.</b>						
Benguet	81	...	...	Dec.	Final 100 s/c 1929	Apr. — 30
Kailash Mining Ad.	...	...	11 3/4	Dec.	Final 100 s/c 1929	Dec. 17, 29
Langkat (Comb.)	...	...	...	Dec.	Final 100 s/c 1929	Dec. 17, 29
Shai Exploration	1.30	...	...	Dec.	Final 100 s/c 1929	Dec. 17, 29
Loans	...	...	...	Dec.	Final 100 s/c 1929	Dec. 17, 29
Rauba	25 1/2	...	...	Dec.	Final 100 s/c 1929	Dec. 17, 29
Tromps Mines	...	...	21 1/2	Dec.	Final 100 s/c 1929	Dec. 17, 29
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & K. Wharves	178	...	...	Dec.	Final 100 s/c 1929	Mar. 13, 30
H. K. & W. Docks	...	...	40 1/2	Dec.	Final 100 s/c 1929	Mar. 13, 30
China Provident	...	...	5.85	Dec.	Final 100 s/c 1929	Mar. 13, 30
Hongkong	...	...	...	Dec.	Final 100 s/c 1929	Mar. 13, 30
N. Engineering	...	...	...	Dec.	Final 100 s/c 1929	Mar. 13, 30
Shanghai Docks	...	...	183	Dec.	Final 100 s/c 1929	Mar. 13, 30
<b>Cotton Mills.</b>						
Ewo Cottons	...	...	13.40	Dec.	Final 100 s/c 1929	Mar. 17, 30
Shanghai Cotton	...	...	30	Dec.	Final 100 s/c 1929	Mar. 17, 30
Zoong Sings	...	...	10	Dec.	Final 100 s/c 1929	Mar. 17, 30
<b>Lands, Hotels &amp; Buildings.</b>						
H. K. & S. Hotels	12.88	12.60	...	Dec.	Final 100 s/c 1929	Apr. 7, 30
H. K. Lands	...	...	...	Dec.	Final 100 s/c 1929	Apr. 7, 30
Shanghai Lands	...	...	...	Dec.	Final 100 s/c 1929	Apr. 7, 30
Humphreys	...	...	16.00	Dec.	Final 100 s/c 1929	Apr. 7, 30
H. K. Realities	...	...	10.60	Dec.	Final 100 s/c 1929	Apr. 7, 30
Chinese Estates	...	...	98	Dec.	Final 100 s/c 1929	Apr. 7, 30
<b>Public Utilities.</b>						
H. K. Tramways	20.40	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Peak Tram (old)	121	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Peak Tram (new)	630	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Sing Fong	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
China Light (old)	27 1/2	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
China Light (new)	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
H. K. Electric	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Macao	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Sandakan Lights	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
H. K. Telephones	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
China Buses	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
S'pore Tramways (Ord.)	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
S'pore Tramways (Prel.)	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
<b>Industrials.</b>						
China Sugars	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Malayan Sugars	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Cald. Macg. Ord.	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Cald. Macg. Prel.	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Canton Ice	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Cement (comb.)	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
H. K. Ropes	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
United Asbestos	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
<b>Stores, &amp;c.</b>						
Dairy Farms	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Watsons	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
De A Wings	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Lane Crews	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Mackinnon	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Sincere	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Wm. Powells	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
<b>Miscellaneous.</b>						
H. K. Amusement	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
H. K. Constructions	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
B. Ind. O.S. Bonds	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
H. K. Govt. Loans	...	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
<b>Other.</b>						
Helsingfors	192 1/2	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Madrid	40.125	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Lisbon	108.25	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Athens	87 1/2	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Bucharest	818	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Rio	5 51/64	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30
Buenos Aires	42 13/16	...	...	Dec.	Final 100 s/c 1929	Mar. 18, 30

Bombay ..... 1/5 25/32  
Shanghai ..... 1/7 3/4 (7)  
Hong Kong ..... 1/3  
Yokohama ..... 2/0 13/32  
Silver Spot ..... 15 3/16  
Silver Forward ..... 15 11/16  
— British Wireless Service.

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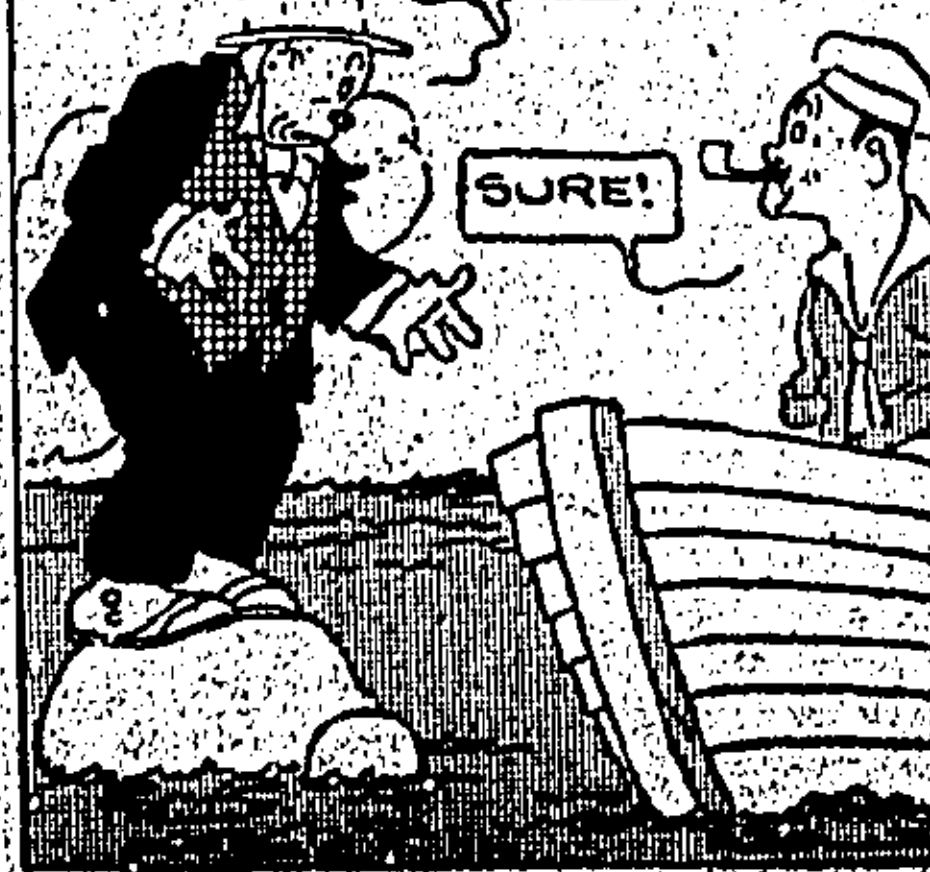
"WHY DID I EVER JUMP OFF  
THAT YACHT? HERE I AM ON  
A DESERT ISLAND WHAT A  
BRIGHT FUTURE I'VE GOT NOW."



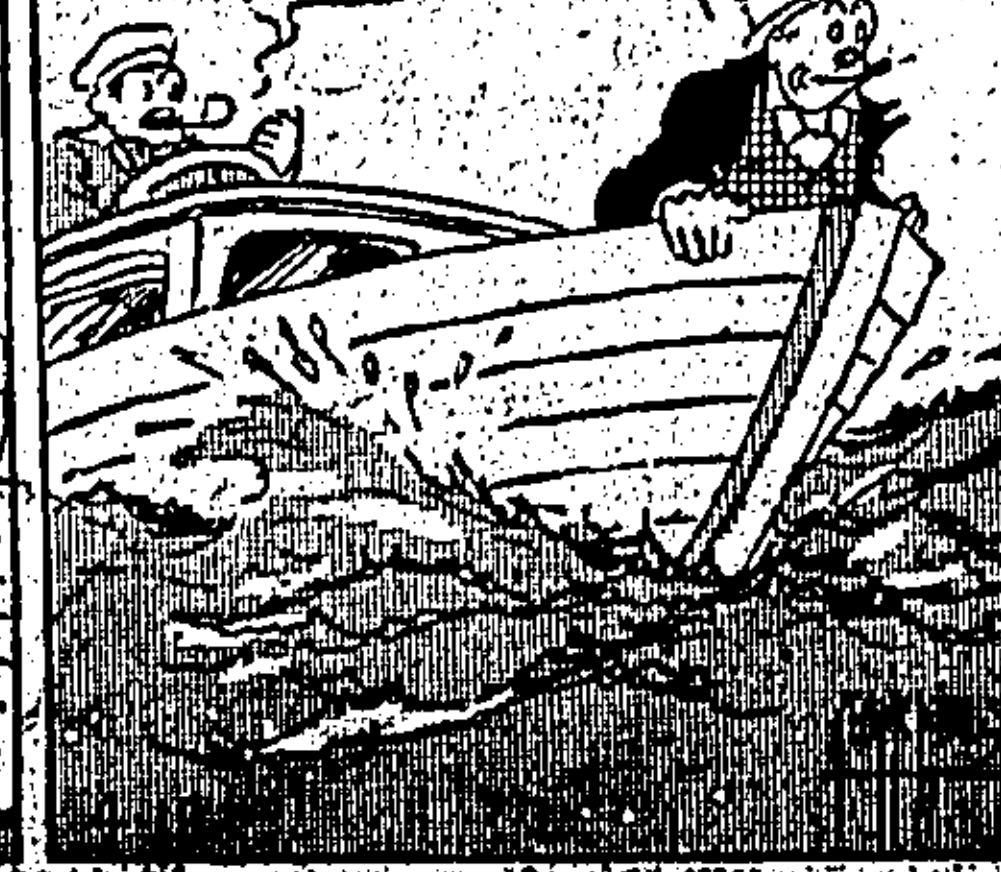
"HEY YOU! HELP!  
BRING THAT  
BOAT COVER  
HERE."



"LISTEN! I BELONG ON THAT  
PRIVATE YACHT! THE WHOOPES!  
WILL YOU PLEASE TAKE ME OVER  
TO IT?"



"PASSED THAT  
YACHT AN HOUR  
AGO 'LL CATCH  
UP TO HER."

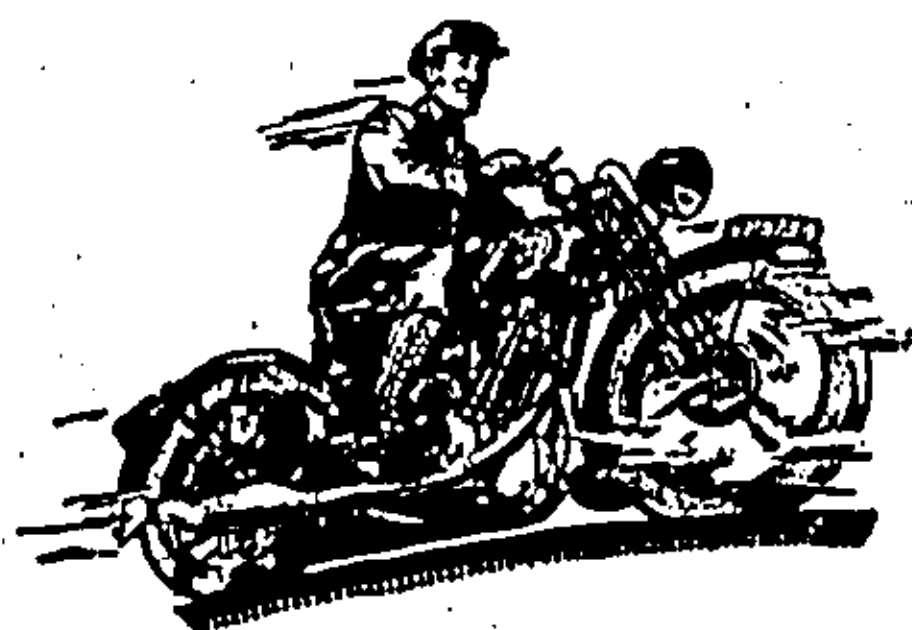


"FINE! I THINK  
I SEE HER NOW."



# MOTORISTS—THIS IS YOUR PAGE

Greater Strength—Greater Safety—  
Greater Comfort—Greater Value



RIDE ON A BACKBONE  
OF FORGED STEEL  
WHICH CHARACTERISES  
1930

**B. S. A.**

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

**THE SINCERE CO., LTD.**  
SOLE AGENTS.

## ROUND S. AFRICA.

### Exacting Test of British Small Car.

Many motorists in our Dominions harbour the impression that the British light car, whilst suitable enough for town work, is no use for their country roads. This was a complaint put recently to the South African agents for Singer cars, who promptly denied it and promised to prove their opinions.

In order to do this, they at once organised a tour by a Singer Junior round the Union of South Africa. A Press-man went as a passenger and it was arranged that the official seal of the Mayor should be obtained at each town or city on the route.

An enthusiastic crowd bid goodbye to the pair at Durban and tied dozens of toy dogs, lions, etc., on to the car as mascots. Then began a run of nearly 3,000 miles, for the most part over roads which would deter the ordinary British motorist. Certain stretches, of course, were good, and the 36 miles from Johannesburg to Pretoria was covered in 43 minutes, the haste being due to the driver's desire to reach Pretoria before the Mayor (and his seal) ceased work for the day.

In other places, however, the conditions were appalling.

The first river encountered nearly submerged the little car, but it got through, for lengths of rubber hose leading high into the air, had been attached to exhaust pipe and to the air intake. The second river tackled had eight cars abandoned on its banks; some of them had been there for four days! In addition to fixing the hose-pipes, however, the driver and passenger of the Singer wrapped up the sparking plugs and magnets with rags saturated in grease. As the car reached the centre of the stream all that could be seen by the passenger (who presumably used a foot-bridge!) was the driver's head and shoulders and the top of the windshield. Nevertheless the crossing was made under power and without mishap.

So at last the pair reached Durban. The only trouble experienced in the whole run was a broken spring—due to an execrable patch of road being struck when the car was travelling at 50 m.p.h. In spite of the day's delay which this entailed—for a new spring had to be made—and many other delays caused by the difficulty of finding the various Mayors and obtaining the seals and signatures, the 3,000 miles was covered in 14½ days; and this over some of the worst roads in the Union.

South African motorists, no doubt, have revised their opinions of the suitability of British small cars for their country roads!

## ROAD SIGNS.

### Intelligible to Foreign Tourists.

Zurich, April 24.  
In a circular letter to the Cantonal Governments the Federal Council publish the new road traffic regulations to be observed in Switzerland. As well over a hundred thousand foreign motor-cars pass the Swiss frontiers during every travelling season, special care was taken to make the road signs as simple and as intelligible to foreign motorists as possible.

All red signs mean that roads are totally or partially blocked, whilst the best roads are indicated with blue signs. No more boards with inscriptions are to be used, as many foreigners would not understand them, and a commonly accepted international terminology does not yet exist. Entrances and exits of villages and hamlets where reduced speed is required will be marked with boards bearing the names of the localities. Signposts will be known by their white tops, and bear only the name of the nearest larger place, with the distance given in kilometres. In the cities blue boards mean "parking allowed," and blue boards with a red edge "no parking."

Dangerous curves and crossings will still be marked as such, but other sorts of danger will not be signposted, but simply indicated by an exclamation mark meaning "Look out!" In order to prevent misunderstandings no advertisements will be allowed to make use of the forms and colours of road signs.

## LIVELY PENANG.

### Lorry Racing & Narrow Roads.

Penang, May 13.

At the meeting of the Municipal Commissioners Mr. Hogan proposed the following resolution:—

"That the Commissioners view with grave apprehension the danger to life and limb as well as the damage to the roads by reason of the heavily laden motor-lorries racing both within and without the Municipal limits; that action should be taken to control the speed of motor-lorries either by a mechanical contrivance and/or representations to the C.P.O. for vigorous measures to abate the same."

Mr. Hogan said that the motion needed no introduction as they were all aware of the daily racing going on in various parts of the town. So far as motor-lorries were concerned, it was absolutely necessary to have some speed limit.

The Commissioners, while unanimously accepting the resolution, at the same time expressed the opinion that a speed limit of fifteen miles an hour should be fixed.

Mr. Hogan also moved that in the interests of the public one way traffic should be instituted in New Reservoir Road from Mount Erskine Road to Batu Ferringhi.

Sharp Division of Feeling.

There was a sharp division of feeling on this matter, the president himself being against the motion which, however, was carried by a vote of six to five.

Mr. Hogan said that this was a Municipal road which had been built and was maintained at Municipal expense. Further, this was one of the few roads on which the public could enjoy a drive but owing to its narrowness it was dangerous to have cars crossing at the corners. Formerly the public went by Tanjong Bungah Drive, but now this road had become unsafe.

Several Commissioners spoke against the motion, stating that one-way traffic would tend to speeding and overtaking. If they desired to consider the convenience of the public they should consider the convenience of the majority and not of the few who desired to use the road as a pleasure drive. Besides, several owners who had plantations would have to make a considerable detour before getting to their land.

The president said that he would have preferred to wait and see for another six months.

## BESPOKE TAILORING

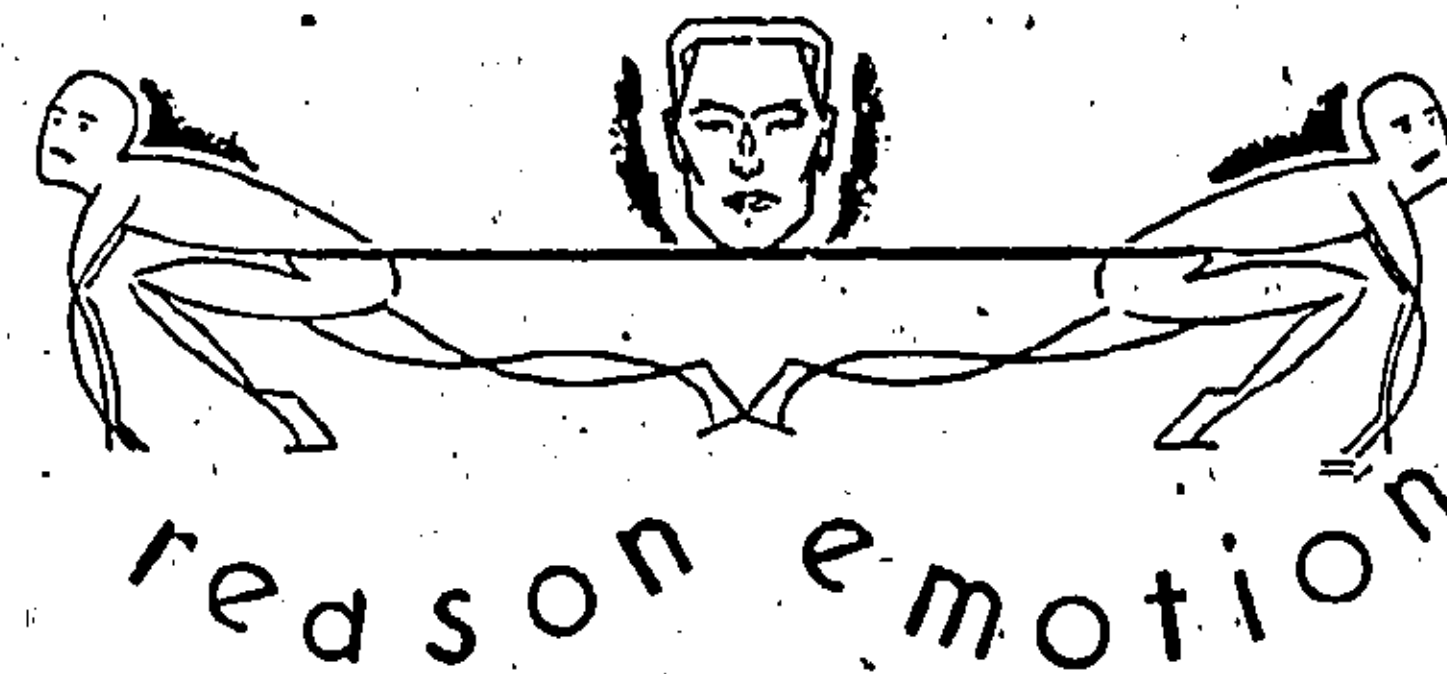
### Firm Which Makes Cars to Order.

When a motor-car firm begins its manufacturing year, the usual procedure is, first, for its sales department to estimate the number of cars which it will be able to sell during the ensuing twelve months. "Sanctions" are then issued for the greater portion of this number and manufacture start with a swing.

It is not generally known, however, that one of the largest British concerns has altogether dispensed with the system of "Sanctions." The Rover Company, since its re-organisation a year or so ago, has never made a car except to definite order. These orders are not of the casual type which may or may not be completed. Each one is "firm and irrevocable" and the manufacture of the car is not started until the order form is signed.

The advantages of such a system are many. In the first place, it facilitates variations from standard. But the most important advantage is that of economical production. There is no waste whatever, no "making for stock," no frantic effort to dispose of "end of season" models. The public benefits, of course, in that the cars are exceptional value for money, a striking example being the new 20 h.p. "Meteor."

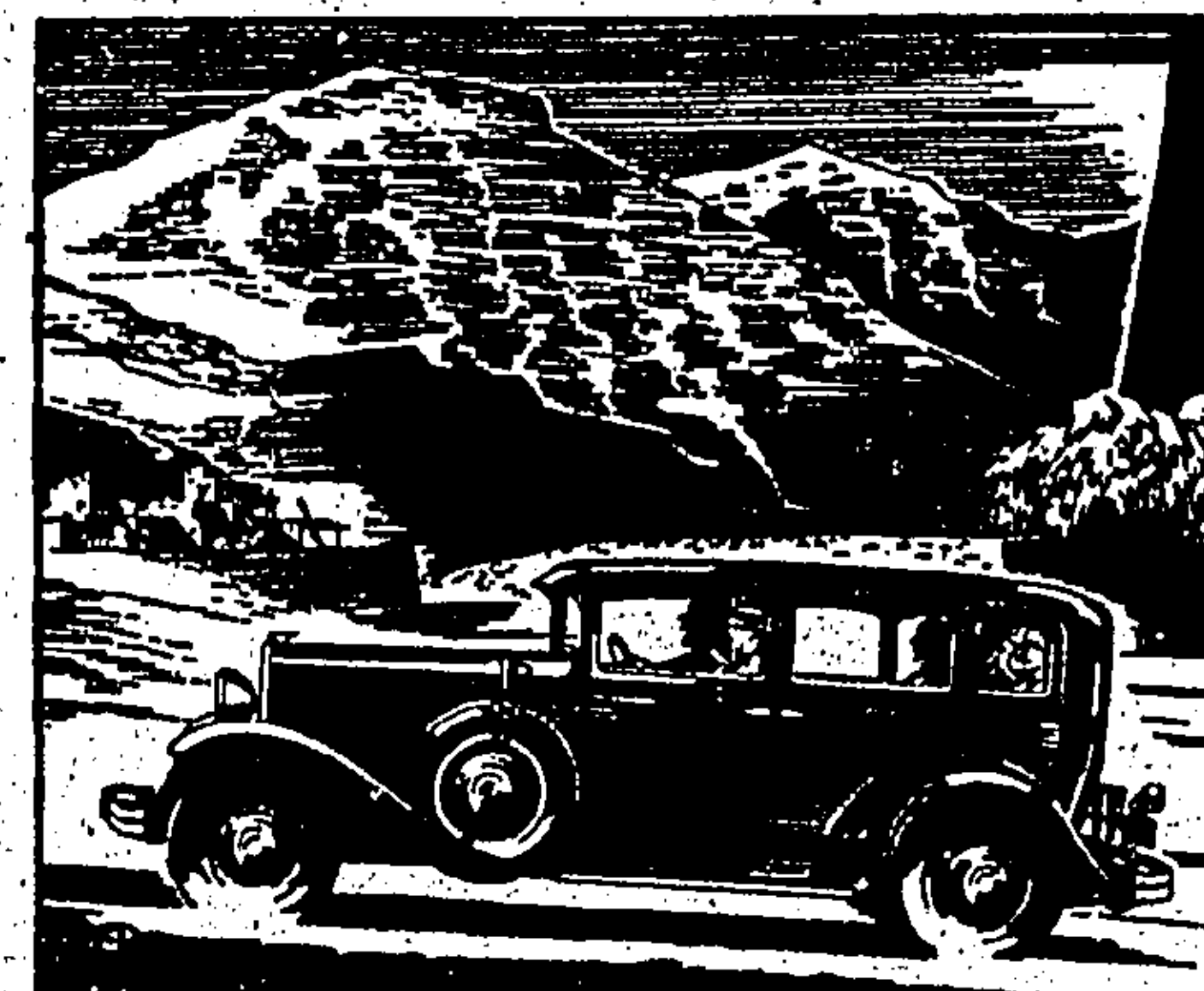
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Tel. 24821



We know that it is useless to waste time debating the old question of whether men act from reason rather than from emotion, or the contrary. There is usually a reason behind every emotion, one that can be found if we look hard enough for it. We know that it requires little persuasion to induce a convinced person to act. So we put our effort on getting conviction, which we do with facts, and evidence and proof. Then persuasion is easy.

Proof is generally most readily available in the form of documents. In our case, however, we prove by the thing itself—a trial of the correct grade of the New Gargyle Mobiloil. This is really more than proof—it is demonstration. A trial of the New Gargyle Mobiloil will prove to you that it is by far the most economical and efficient motorcar engine lubricant. Drain the engine's crankcase while the old oil is hot, and refill to proper level with the New Gargyle Mobiloil—then you will appreciate the difference between a good lubricating oil and an ordinary by-product in the manufacture of gasoline and kerosene.

# Vacuum Oil Company



# THIS IS PERFORMANCE

The new Multi-Range Chryslers have brought into existence a new kind of thrilling performance—faster car speed at SLOWER engine speed; amazing acceleration and smoothness; new ease and swiftness in hill-climbing—the result of many basic engineering improvements.

## SHIFTS QUICKER HANDLES EASIER RUNS SMOOTHER

**FEATURES:** Large, Powerful Engines... 7-Beating Counter-Weighted Crankshaft... 4-Wheel Hydraulic Brakes... Multi-Range 4-Speed Transmission and Gear Shift... Down-Shift Carburetor... Rubber Spring Shackles... Forward Springs... Roller Rollers

Never before have you known such ease of gear-shifting—nor such responsive performance. You shift gears faster—with a mere flick of the wrist—and without clashing at any speed.

These new Chryslers radiate quality—both in outward design and interior trim. Bodies are longer and wider. Headroom is greater. Truly, these are motor cars of and for today.

## MULTI-RANGE "70" "77"

# CHRYSLER

**THE NATIONAL MOTOR CAR CO.**  
484-486, QUEEN'S ROAD, WEST.  
TEL. 25674

# BUYERS' GUIDE

## MOTOR CARS.

**ARMSTRONG SIDDELEY.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**BUICK.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
**CADILLAC.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**CHEVROLET.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**OAKLAND.**—Lane, Crawford, Ltd.  
**OLDSMOBILE.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
**PONTIAC.**—Lane, Crawford, Ltd.  
**ROLLS-ROYCE.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**STUDEBAKER.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**Vauxhall.**—Lane, Crawford, Ltd.  
**WILLYS-KNIGHT & WHIPPET MOTOR CARS.**—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

**OUTBOARD MOTORS.**—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

## MOTOR TRUCKS AND TRACTORS.

**CHEVROLET.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**G.M.C.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
**DODGE.**—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**STUDEBAKER.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
**WILLYS-KNIGHT & WHIPPET TRUCKS.**—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES.

**B.S.A.**—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.

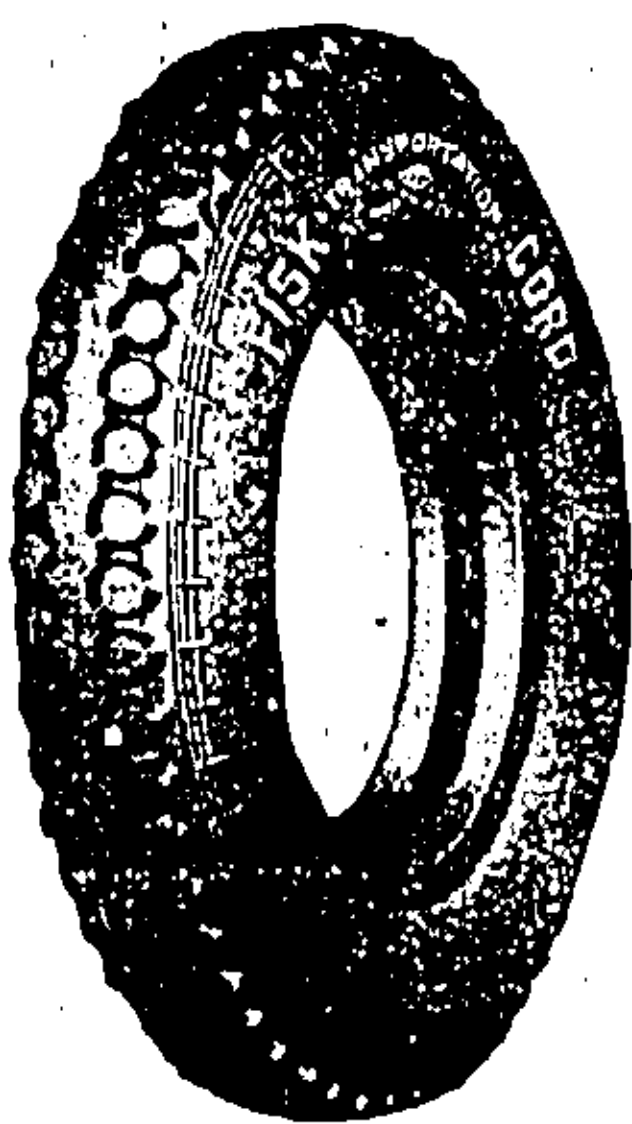
## TYRES AND ACCESSORIES.

**ACCESSORIES.**—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.  
**ACCESSORIES.**—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56228.  
**FISK TYRES.**—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
**PRESTOLITE BATTERIES.**—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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DRIVE ON  
**FISK ALL-CORDS.**



FISK RUGGED ALL-CORD  
GIVES THE UTMOST IN  
SAFE TRACTION, GOOD  
LOOKS AND LONG LIFE.



Obtainable at all Garages upon request.

Sole Distributors:—

**GILMAN & CO.**

Tel. 28011. 4a, Des Voeux Rd. C.

### GOLD COAST.

#### Market for Rubber Tyres.

The Gold Coast is becoming a market of increasing importance to exporters of motor-car, motor-cycle and bicycle tyres, and for the year 1928 total imports of these goods amounted to £203,235, as compared with £158,290 in the previous year. The United Kingdom, of course, has the lion's share of the trade, and in 1928 supplied 296,834 worth of tyres, this business representing an increase of nearly £28,000 as compared with 1927. Our principal competitors are France and the United States, and it should be noted that whereas French supplies of tyres declined in 1928 by about £11,000 to £25,463, supplies by the United States more than doubled at £42,896.

It is estimated by dealers in the Gold Coast that a set of tyres on trucks last, on an average, from 5,000 to 6,000 miles, while those for passenger-cars will wear from 3,000 to 5,000 miles. Most cars are owned by the natives, and overloading and continuous night and day running, combined with the poor conditions of the roads, excessive heat, and improper inflation all tend to shorten the average life of a tyre. It is considered, according to the American Trade Commissioner at Accra, that the average passenger-car in the Gold Coast requires three complete sets per year, and that the average lorry or truck needs five sets of tyres.

Nearly all the tyres sold in the Gold Coast are inch tyres, and it is interesting to note that not less than 99 per cent. of the passenger-cars in the Colony are equipped with balloon tyres, and that with the exception of an American light lorry, high pressure tyres are used on all the motor-lorries. The conservative nature of the Gold Coast native is very favourable for the maintenance of Britain's paramount position in this market. The native is the largest purchaser of motor-vehicle tyres, and when one makes of tyre has satisfied him, it is almost impossible to sell him any other make, even though it is cheaper in price. London Chamber of Commerce Journal.

### ROAD COSTS.

#### Britain Must Spend Less.

While it can hardly be denied that rapid transport is essential to the life of the modern community, it may be suggested that there is a tendency to carry the doctrine to excess in Britain. Expenditure on road works in the neighbourhood of £50,000,000 per annum is accepted almost without comment, and the prospect of further increases appears to worry no one but the motorist, who suspects that such increases may come out of his own pocket. At the present time, the only country possessing roads comparable with our own is the United States, and it need hardly be pointed out that that nation is free from the financial embarrassments which threaten to overwhelm the taxpayer in Britain. Each year, the arrival of spring stimulates a feeling of optimism in the breasts of the trade prophets, and the present year is no exception in this respect. It may be suggested, however, that the surest indication that the end of our financial troubles was in sight would be a reduction in income tax, and until this actually materialises, a diminution rather than an increase in the expenditure on highway construction might well be considered. A regular allocation of £50,000,000 per annum would ensure that our road system is in no danger of decay, while permitting a policy both of widening important traffic arteries at essential points, and constructing short lengths of new roads to form by-passes.

#### A Ruling Principle.

The allocation of funds to the most important work is, no doubt, already a ruling principle with the Ministry of Transport, and if the available money were rationed as strictly as in the case of the fighting services, it is unlikely that any particular difficulty would occur in deciding how it was to be employed to the greatest advantage of the country as a whole. Careful statistics of traffic growth at a large number of key points have been kept by the authorities for some years past, and form the subject of a report recently issued by the Ministry under the title of the Road Traffic Census, 1928. The results of a special census, taken between March, 1928, and April, 1929, are also included. The special census was taken at 24 selected points over the whole 24 hours, and at certain points the records embraced the traffic passing during each hour, day or night.

Taking the country as a whole, the approximate number of motor vehicles licensed has grown from 873,700 in 1921 to 2,036,000 in 1928, an increase of 133 per cent. in seven years. Of these, approximately four-fifths are cars taxed on horse power or motor cycles, the most rapid growth having been in the former group. It is improbable that a slight deterioration in the quality of our road surfaces would discourage more than a small percentage even of private motorists from using their cars, and, in fact, the present outcry against the conditions on the roads is directed mainly to the inconveniences arising from congestion. Actually, as brought out by the census report referred to, the latter occurs only at relatively few points, and were these centres of congestion removed by road widening or the provision of by-passes, as is already contemplated, the roads as a whole would be capable of handling the probable increases in traffic for at least a decade to come. At the present time, however, large sums of money are being expended not only in maintaining the existing high standard of surfacing, but actually improving upon it, and if, as appears evident, economies must be effected, they might well be made in this direction.—Engineering.

### 310,000 MILES.

#### Record of Duluth Ford Car.

The facts in the following statement of Ford service are authenticated by the Lord-Fisher Company, Ford dealers in Duluth, Minnesota: Ford Motor Company, Detroit, Mich. Gentlemen:

An article in the Ford News states that someone has driven a Model T Ford over 100,000 miles since 1914. I have driven a Model T Sedan since 1923 more than 310,000 miles, have worn out two speedometers and scores of tyres. The engine is the same as it was when I bought it from the dealer, with the exception of two ring-seals for valves. I have been careful to see that my car was lubricated at all times, which proves that a car made with the best of materials, given the best of care, will serve miles and miles. I am a salesman and have to cover a large field, and can depend on the Ford to take me there and get me home. Yours very truly, (Signed) J. H. DAVIS.

### ROAD TRAFFIC.

#### The Importance of Co-ordination.

Mr. H. Morrison, Minister of Transport, had a congenial task before him at the Institute of Transport dinner, when he spoke to the toast of that body. Mr. Morrison claimed that the present Government had a particularly firm grip of transport problems. Others may possibly wonder whether the firm grip is really capable of being exerted, in this or other directions.

The Minister's remarks were largely occupied with the Road Traffic Bill and with Part V, which related to co-ordination, and which he hoped ultimately to see passed. He hoped that during the present year the Royal Commission would present their final report, dealing with the co-ordination of the various forms of goods and passenger transport, and he thought the machinery the Government was establishing would have a direct bearing on any recommendations put forward by the Commission. Under the licensing system set up by Part IV of the Bill the authorities would be able to take a broad view and ensure that any system enjoying the benefit of the Nation's capital invested in roads should perform a public service of definite value, instead of being merely competitive.

It is, of course, easy to make use of such happy terms as "the co-ordination of transport." It is a very difficult matter, however, to determine how co-ordination shall be carried out. It is not easy to define the limiting conditions which shall decide whether freight, for instance, shall be hauled by road or rail, as factors difficult to appraise, such as door-to-door service, are bound to be brought forward.

Similarly with passenger traffic; although many view with disapproval the long-distance motor-bus services and consider them to be really redundant, there is no doubt that to a section of the population they are attractive, as combining transport with an outing of a kind the railways do not offer. Some regard must be given to such opinions in a country so accustomed as ours to the free enjoyment of reasonable pleasures.

The toast of "The Institute" was replied to by Sir Josiah Stamp, the President, who referred to the pleasant relations which existed between the large transport interests and the Ministry.

Sir Henry Maybury proposed "The Guests," replied to by Sir William Bragg and Sir H. Jackson, who both spoke on the modern tendency to link up commerce with science.

Sir William Bragg especially remarked upon the value of contact of men in different spheres, with one another. Such contact often led to adaptations resulting in important developments quite undreamt-of in connection with a particular research. For this reason, men should accustom themselves to look at what was being done round them, and not keep altogether to their own groove.—Engineering.

### REGISTRATIONS.

#### U.S. Reports Gain 8 Per Cent. Over 1928.

Reports from State registration authorities to the Bureau of Public Roads, U.S. Department of Agriculture, show a total of 26,501,443 motor vehicles registered in 1929. The States and the District of Columbia collected in licence fees, registration fees, permits fees, fines, etc., the sum of \$347,343,543.

The registration figure includes passenger automobiles, taxis, buses, motor-trucks, road tractors and trailers, and motor-cycles, and represents an increase of 2,008,319, or 8 per cent. over the 1928 figure. The total fees collected represent an increase of \$25,215,518 over the 1928 figure. After deducting \$24,505,737 for collection and miscellaneous purposes, the balance of \$323,837,706 was applied to highway purposes: \$223,292,969 to State funds, \$66,861,364 to local funds, and \$33,183,473 to State and county bond funds.

The ten States having highest registration figures are: New York, 2,263,269; California, 1,974,341; Ohio, 1,776,614; Pennsylvania, 1,738,283; Illinois, 1,615,088; Michigan, 1,395,102; Texas, 1,348,107; Indiana, 866,715; New Jersey, 832,882; and Massachusetts, 817,704.

In percentage gain, the District of Columbia and New Mexico each show 19 per cent. Nevada reports a gain of 16 per cent., Arizona 15 per cent., and Utah, 14 per cent. Four States, Georgia, Maryland, Massachusetts, and Tennessee, each show a gain of 12 per cent. and three States, Michigan, Montana, and Texas, each report an increase of 11 per cent. California, Idaho, Kentucky, New Jersey, and Washington each show a gain of 9 per cent.

### BRITISH CARS.

#### Export Increase and Import Decrease.

In spite of the decrease of just over a thousand in the number of new motor vehicles registered during last December, as revealed in the Ministry of Transport's latest returns, the production of British cars and commercial vehicles has increased to well over a quarter of a million, according to the 1929 estimates of the Society of Motor Manufacturers and Traders.

One reason for this is the big advance in British motor exports, for during 1929 Britain's exports went up by more than £1,100,000, while imports decreased by £395,423. Although there was a slightly smaller number of new registrations at the end of the year therefore, the decrease represents a falling-off in the sales of foreign cars and there has actually been an increase in British car sales.

Another reason for the fewer number of cars bought in December is that the severity of last winter caused many prospective motor owners, anticipating similar conditions this year, to postpone buying their cars until the spring.

The total number of motor vehicles in the country is about a million-and-a-half compared with 1,307,000 in 1928, so that while there may be fluctuations in the increase from time to time the numbers are steadily growing.

It is estimated that the motor industry employs directly about 270,000 people. The export trade is improving steadily, the figures for 1929 showing an increase of 30 per cent. over those for 1928.

### THAT HANDBOOK.

#### Cannot Be Ignored by Car Owners.

Too often, unfortunately, a motorist looks askance at the instructions concerning maintenance which are contained in the manufacturer's handbook. "Grease these parts daily," says the book, "these parts every week; check the level of oil in the gear-box and back axle every 1,000 miles." Etcetera.

Too often, also, these instructions are disregarded. At first perhaps, the motorist executes them with meticulous care. Then the novelty fades; greasing is cut down to an irregular fortnightly operation; and the car goes on running just as well.

Yet all the time the owner is storing up trouble for himself. Squeaks and rattles appear in due course, and this or that minor repair has to be effected at a garage. Eventually there is a heavy overhaul bill.

An example of what regular light maintenance will do came before the notice of the Singer Company recently. Over three years ago, a Coventry resident bought a Singer car and since then he has covered over 25,000 miles. The engine has never been dismantled—except for decarbonisation—and at the end of three years' running he took it into the works, merely as a precautionary measure. The makers found that all the repairs necessary consisted of four new scraper rings and a few minor adjustments.

None of the original tyres was replaced until 20,000 miles had been covered and two are still in use, with several months' wear left in them. In appearance, if not "indistinguishable from new," the car certainly would not be estimated at more than 12 months' old.

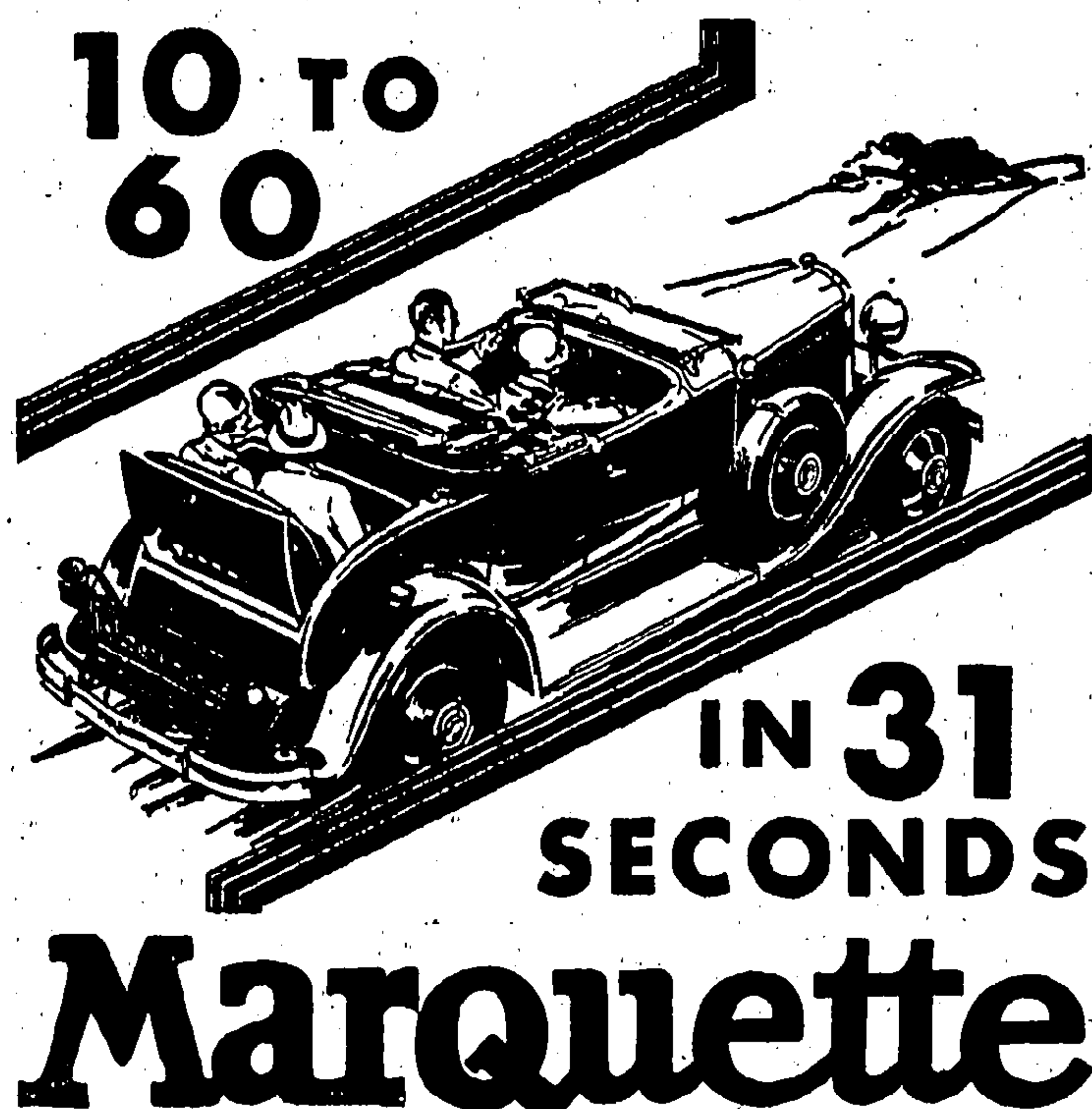
It must be pointed out that this motorist is no mechanical genius. He has done nothing to his car which could not be done by the veriest novice, for the only intention he has given it is that prescribed in the manufacturer's handbook. Twenty-five thousand miles without trouble of any sort, and then only minor adjustments! The moral is obvious.

### TWO NEW SINGERS.

It is announced from Coventry that two new Singer cars, described as Light Six de Luxe models (a Coupe and a Saloon), have recently been introduced.

Actually the general specification is similar to that of the standard Light Six cars. The de Luxe models, however, have a number of refinements, amongst which may be mentioned servo-operated brakes, a dash board petrol gauge, a radiator thermometer, new shape louvres and a roof ventilator, a bulb horn in addition to the electric horn, rubber pads on the brake and clutch pedals, etc.

A very smart appearance is lent to the cars by the use of a higher radiator and headlamps. A new range of colour schemes, too, has been standardised for the de Luxe models, one colour finish being employed in place of the two-tone scheme on the Light Six types. Black, blue, dark green, chocolate brown and dark maroon finishes are all available, and in each case the wire wheels are painted to match the contrasting colour of the wheel line.



No other car in the world in the moderate-price class can match such thrilling performance—10 to 60 miles per hour in 31 seconds, in high. Buick alone could achieve such qualities of speed, power, and stamina in a car so moderate in cost. In every phase of performance, Marquette is entirely unmatched in its field. A marvelous flow of power sends you flying up the steepest grades in high gear. You can ride at 60 or 70 with a wonderful feeling of pleasure

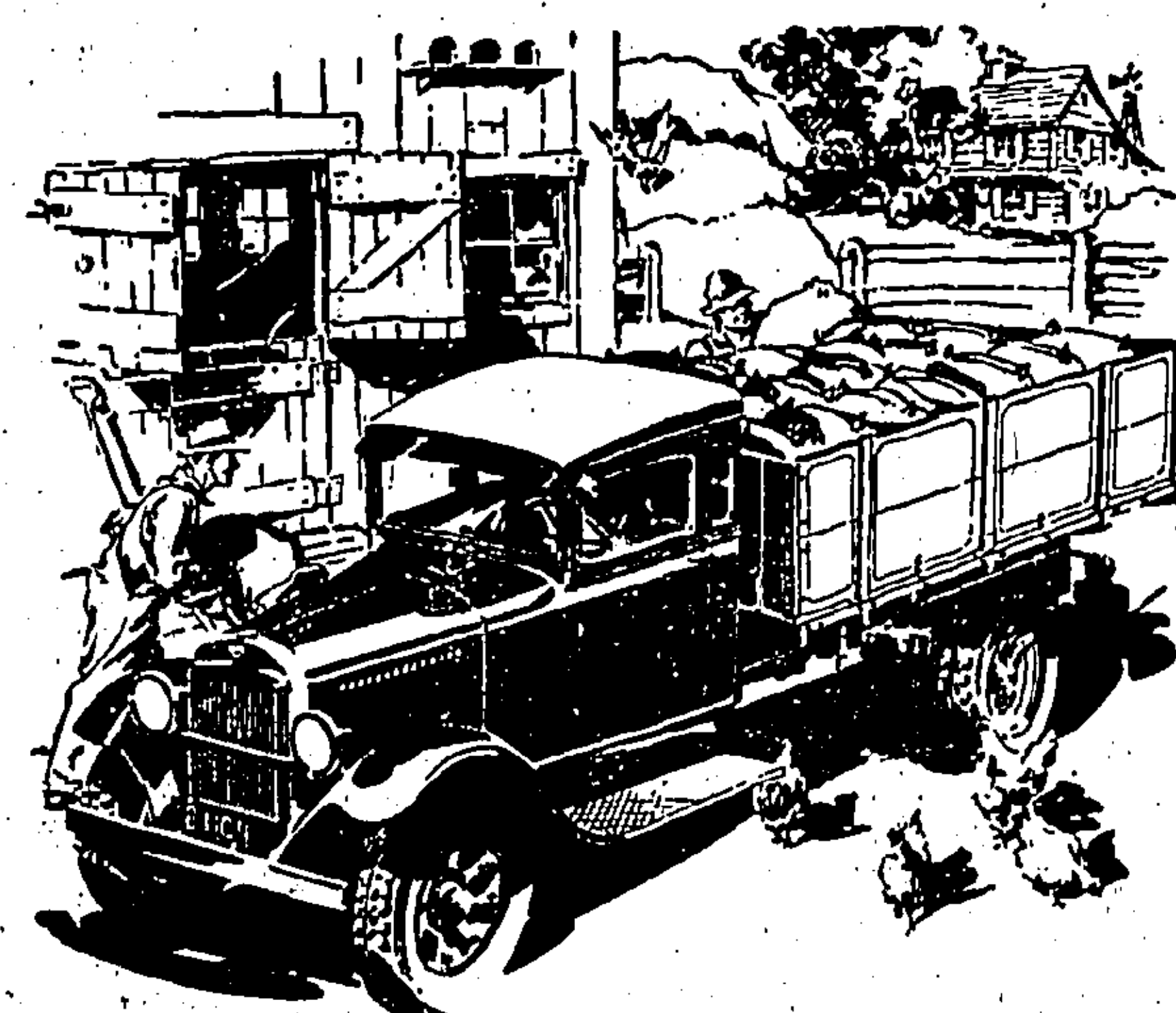
and security. And a host of other features wins your admiration. Fisher bodies expressing the best modern taste. An exclusive non-glare windshield. Exclusive new upholstery, proof against water, dust and wear. Four Lovejoy hydraulic shock absorbers—and big Duo-Servo enclosed brakes. Marquette is complete with all the fine car characteristics. Yet the liberal G. M. A. C. terms make owning a Marquette very convenient and economical. See it. Drive it today.

### THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.



### YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users... power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

## DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

### SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.



SEND IT HOME.  
**MENTAL TONIC**  
"OVERLAND CHINA MAIL"  
CREAM OF THE WEEK'S NEWS  
FREE ILLUSTRATED SUPPLEMENT.  
**READY TO-MORROW**  
25 Cents. 25 Cents.

# The China Mail

Thursday, June 5, 1930.  
Fifth Moon, 9th Day.

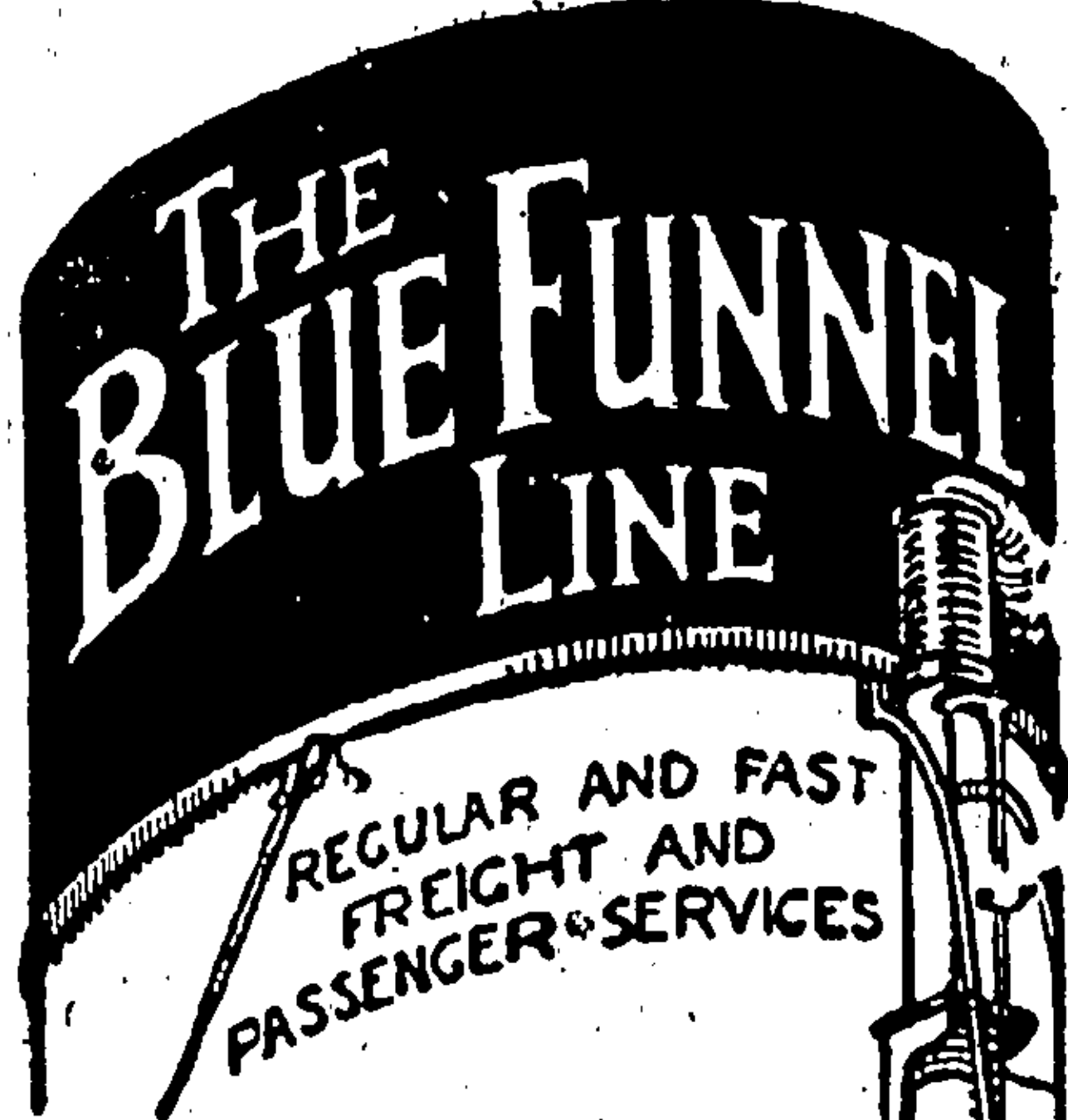
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中華民國庚午年五月初九日

HONG KONG, THURSDAY, JUNE 5, 1930.

**THE BEST REMEDY**  
FLETCHER'S  
PRICKLY HEAT  
LOTION

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(FLETCHER & CO., LTD.)  
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## LONDON SERVICE.

"ANTENOR" Sails 11th June Marseilles, L'don, R'dam, & Glasgow  
"DIOMEDE" Sails 24th June Marseilles, L'don, R'dam, & Hamburg

## LIVERPOOL SERVICE.

"TEUKERAS" Sails 20th June Genoa, Havre, L'pool & G'gow  
"KT. COMPANION" Sails 20th July Genoa, Havre, L'pool & G'gow

## PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)  
"TALTHYRUS" Sails 19th June Victoria, Vancouver & Seattle  
"IXION" Sails 10th July Victoria, Vancouver & Seattle

## NEW YORK SERVICE.

"ELPENOR" Sails 27th June For New York, Boston & Baltimore via Suez

## INWARD SERVICE.

"BELLEROPHON" Due 12th June For Shanghai, Moli, Kobe & Y'hama  
"PYRRHUS" Due 10th June For Shanghai, Moli, Kobe & Y'hama  
"MEMNON" Due 10th June For Shanghai, Moli, Kobe & Y'hama

## PASSENGER SERVICE.

"ANTENOR" Sails 11th June at daylight For S'pore, Mar. & L'don  
"HECTOR" Sails 9th July at daylight For S'pore, Mar. & L'don

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

**Butterfield & Swire,**  
Agents.

## POST OFFICE NOTICE.

### RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAILS

From	THURSDAY, JUNE 5	Per
Europe via Suez (Letters & Papers, London, May 8 and Parcels, May 1)	.....	Karmala
FRIDAY, JUNE 6	.....	
Shanghai	.....	Khiva
U.S.A., Canada, Japan and Shanghai (Seattle, May 17) and Europe via Siberia (London, May 19)	.....	President Grant
Java	.....	Tjileboet.
SATURDAY, JUNE 7	.....	
Australia and Manila	.....	St. Albans
Shanghai and Swatow	.....	Sunning
SUNDAY, JUNE 8	.....	
Shanghai and Amoy	.....	Tjisoondari.

### OUTWARD MAILS

For	THURSDAY, JUNE 5	Per
Manila, Australia (except places North of Townsville) and New Zealand via Brisbane	.....	Sydney Maru (Due Brisbane, June 19.) Registration June 5, 4.15 p.m. Letters ..... 5 p.m.
Samshui and Wuchow	.....	Sanning ..... 4 p.m.
Bangkok	.....	Ning Ching ..... 5 p.m.
Amoy	.....	Sui Sang ..... 5 p.m.
FRIDAY, JUNE 6	.....	
Shanghai, Japan and Europe via Siberia	.....	Karmala ..... 10.30 a.m.
Straits & Calcutta	.....	Kumsang ..... June 6, Noon. Letters ..... 1 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	.....	Tanda (Due Thursday Island, June 22.) Parcels ..... June 6, Noon. Registration ..... 1.45 p.m. Letters ..... 2.30 p.m.
Haiphong	.....	Canton ..... 2 p.m.
Manila	.....	Tenyo Maru ..... 2 p.m.
Swatow, Amoy and Poochow	.....	Hsinan ..... 2 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	.....	Khiva (Due Marseilles, July 5.) G.F.O.
K.P.O.	.....	Parcels ..... June 6, 4.30 p.m. Registration ..... June 7, 9 a.m. Letters ..... 10 a.m.

\*Subscribed correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 2a, Wyndham Street, Hong Kong.

## CABLE RATES. To Be Reduced to Level of Wireless Charges.

### AMALGAMATION URGED.

London, Yesterday.  
Sir Basil Blackett, K.C.B., Finance Member of the Executive Council of India, addressing the Imperial Press Conference, announced that Imperial International Communications, Limited, intended to reduce the cable rates to the level of wireless rates as soon as the Governments concerned formally approved of the amalgamation of cables and wireless in India, Australia and South Africa, and with the consummation of some of these agreements, to adopt a single routing instruction "via Imperial."—Reuter.

### AMY IN SYDNEY.

Sydney, Yesterday.  
Miss Amy Johnson arrived here aboard a National Airways plane, and was tumultuously greeted. She is a guest of the Governor.  
Air Vice-Marshal Game and her own plane landed simultaneously.—Reuter.

## VICEROY'S REPLY TO DEPUTATION.

### MUSLIM'S CLAIMS NOT TO PASS UNRECOGNISED.

### PROVINCIAL AUTONOMY.

Simla, Yesterday.  
To a deputation of 30 leading Punjab Muslim landowners, the Viceroy replied, welcoming their assurances of continued loyalty. Alluding to the deputation's demand for a large degree of provincial autonomy, the Viceroy gave the assurance that the just claims of Muslims in the Punjab and the important minority communities throughout the country would not pass unrecognised, notwithstanding the civil disobedience movement. The Viceroy still earnestly desired to promote a generous constitutional advance, "and, if Indians like yourselves, who are prepared to co-operate with the Government toward that, can persuade your fellow countrymen of whatever creed who join you, your efforts will be of true service to your country."—Reuter.

Agitation "Dishonest."  
Karachi, Yesterday.  
Sir Shah Nawaz Khan Bhutto, a member of the Bombay Council, who presided at a recent meeting of (Continued at foot of next Column.)

## BAND CONCERTS.

### Details of the Second Entertainment.

### RESERVED SEATS.

The first Public Band Concert organised by the Kowloon Residents' Association was so pronounced a success that a second has been arranged for Wednesday, June 11, at the same time and place—i.e., the Kowloon Football Club, from 9 p.m. to 11 p.m. On this occasion the full Military Band of the 1st Somerset Light Infantry (Prince Albert's) has been engaged, with consent of Lt.-Col. C. H. Little, D.S.O., and Officers. Bandmaster E. J. Woolcott is preparing an attractive programme of music.

It is worth calling attention to some new features which will be introduced at this concert. In the first place there will be a programme on sale, with interesting notes on each of the items, historical and explanatory, so as to help the audience to follow and appreciate the music. In the next place there will be a counter where the thirsty may refresh themselves. This will be set up on the tennis court adjoining the Club-house. It will be under the management of the Kowloon Football Club but it will be open to the public on a cash basis. The K.R.A. is greatly indebted to the Kowloon Football Club for the helpful manner in which the Club has treated the whole enterprise, facilitating the effort in every possible way.

There will be no lack of seating accommodation and both of the grand stands will be illuminated, thanks to the generous assistance of the China Light and Power Company. The chairs around the Band stand were quickly filled by the first arrivals on the previous occasion. It has been suggested that some patrons would like to reserve seats for themselves and their friends. It is quite a common thing for persons to make up a little dinner party with a view to attending the concert afterward, and it would be a great advantage to know that some well placed chairs would be reserved for their company. Arrangements have accordingly been made for a certain number of reserved seats at 50 cents per chair, and bookings can be made at most of the Clubs in Kowloon and at the Anderson Music Co., commencing on Saturday.

## SUBMARINE TO POLE.

### U.S. Shipping Board Aids British Explorer.

### TO BORE THROUGH THE ICE.

Washington, Yesterday.  
The United States Shipping Board has agreed to lend the explorer, Sir Hubert Wilkins, a decommissioned submarine for a nominal rent for a period not exceeding five years. — Reuter's American Service.

[Sir Hubert Wilkins who, together with several members of the proposed expedition to the Arctic, recently applied for permission to take the American Navy's obsolete submarine P-12, and convert it into an under-sea-craft capable of boring through the ice in the Polar regions, was authoritatively informed that his request would be granted if application were made through the Shipping Board.]

## MERCILESS STALIN.

### Four Men Sentenced to Death for Food Shortage.

### REIGN OF TERROR.

Riga, Yesterday.  
The Soviet Court Yuzovka (now re-named the Stalin) has sentenced to death four co-operative officials, Alpert, Kuznetsov, Terentiev and Kozach, for failing to keep the Oonez Basin supplied with food. Seventeen others have been sentenced to terms of imprisonment varying from eight to ten years, and thirteen to shorter periods. Two were acquitted.—Reuter.

Sind Moslems which, inter alia, condemned civil disobedience, declared in an interview that his greatest objection to the present agitation was that it was "dishonest." He declared that the cry for independence was unreal.—Reuter.



## "TWINKLETOES"

Her dancing feet were like the golden flash of happiness in the dark alleys of London's Limehouse where men go to forget and be forgotten.

Remember to see it—You'll never forget it!

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Nathan Road, Kowloon.



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A FAST STEPPING DANCING-TALKING-SINGING SPECTACLE WITH THE DYNAMIC FAVORITE OF BROADWAY AT HIS MERRIEST **HARRY Richman**

WITH **JOHN BENNETT**  
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MUSIC BY IRVING BERLIN  
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A jazz-quake of songs, chorus beauties, drama, laughter and action with the big time personality of show business.

## Fox Movietone News INSTRUCTIONAL

Cue Champion Demonstrates How to Retain Girlish Figure "Characteristics of Sound."

## AT THE QUEEN'S FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.



## AT THE STAR TO-DAY TO SATURDAY

AT 5.30 & 9.20.

## THE "RESCUE"

Samuel Goldwyn presents **RONALD COLMAN**

AT THE TO-DAY TO SATURDAY WORLD at 2.30, 5.15, 7.15 & 9.20

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ROD LA ROCQUE and JOAN CRAWFORD in "OUR MODERN MAIDENS"